



**2004 – 2010
PROJECT PRIORITY LIST**

FROM

**CAPITAL AREA
METROPOLITAN PLANNING ORGANIZATION**

ENDORSED BY THE TECHNICAL COORDINATING COMMITTEE
November 7, 2002

APPROVED BY THE TRANSPORTATION ADVISORY COMMITTEE
November 20, 2002

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION
November, 2002



**CAPITAL AREA
METROPOLITAN PLANNING ORGANIZATION
LEAD PLANNING AGENCY: CITY OF RALEIGH
Phone (919) 831-6785 -- Fax (919) 831-6821**

**310 W. MARTIN STREET
MEZZANINE LEVEL
P.O. BOX 590
RALEIGH, NC 27602**

November 20, 2002

Mr. Lyndo Tippet, Secretary
North Carolina Department of Transportation
P.O. Box 25201
Raleigh, NC 27611-5201

Subject: Recommendations for the FY 2004-2010 Transportation Improvement Program

Dear Secretary Tippet:

The enclosed document lists the Capital Area MPO's recommended projects in priority order for consideration by the North Carolina Board of Transportation during the update of the FY 2004-2010 N.C. Transportation Improvement Program (TIP).

The Capital Area MPO Transportation Advisory Committee approved this document on November 20, 2002. The TCC and TAC spent considerable time updating our project rating system and identifying those projects that were most critical, anticipating that NCDOT would work with CAMPO to implement these projects. The report contains a summary of the requested projects/adjustments, a complete list of all of the requested projects received from CAMPO member agencies, and a description of how the recommended list was derived. A major change from past priority lists is that CAMPO has endorsed those TIP projects that have funding for ROW or construction in the first two years of the existing (FY 2002-2008) TIP. For the first time, detail sheets on each project are provided in this document.

It is clear that funding levels remain inadequate to meet the transportation needs of the Capital Area and the state as a whole. However, we remain committed to cooperatively developing solutions to these problems. Finally, the Capital Area Metropolitan Planning Organization requests that the North Carolina Board of Transportation allow our agency to begin the process of drawing down STP funding to use for regional transportation needs beginning in Fiscal Year 2004.

Thank you for your consideration; if you have questions about this report, please contact Mr. Scott Lane, CAMPO Administrator.

Sincerely,

TAC Chair, Capital Area MPO

cc: Janet D'Ignazio, Chief Planning and Environmental Officer, NCDOT
Bill Gilmore, Manager, Project Development and Environmental Analysis Branch, NCDOT
David King, Deputy Secretary, Transit, Rail, Aviation, and Ferry, NCDOT
Len Sanderson, P.E., State Highway Administrator, NCDOT
A. B. Norwood, P.E., Manager, Statewide Planning Branch, NCDOT

2004-2010 PROJECT PRIORITY LIST

TABLE OF CONTENTS

Item	Page
<i>Letter of Transmittal</i>	Frontispiece
<i>Contents</i>	1
<i>Executive Summary</i>	2
<i>The Priorities</i>	
Table 1A. Priority Roadway Projects	3
Table 1B. Additional Roadway Project Priorities	4
Table 2. Advanced Planning Projects	5
Table 3. Pedestrian and Bicycle Improvements	6
Table 4. Enhancements	6
Table 5. Transit Improvements (Unfunded Capital Needs)	7
<i>How CAMPO Prioritizes Its Project Requests</i>	8
<i>Table 6. Data Requirements</i>	11
<i>Appendix A. Project Detail Sheets (Available in Final Document ONLY)</i>	
A summary sheet for each project is included. These sheets can be used to see where projects scored high or low on the various weighting factors.	

CAMPO STAFF REPORT

Prepared by: J. Scott Lane, CAMPO Administrator
for: Inclusion in Priority Report FY 2004-2010

SUBJECT: MTIP Priorities for Fiscal Years 2004-2010

Purpose of Document

Every two years, the Capital Area MPO (CAMPO) produces a document detailing the transportation needs of the MPO's service area, which follows the same boundary as Wake County, and includes all 13 government jurisdictions therein. This document should fairly represent a prioritized, financially constrained list of local transportation needs. It should endorse those projects already programmed that benefit each community, and identify any project that should be deleted or modified from the current Transportation Improvement Program. However, the addition, deletion, or major modification of a project must conform to the Long-Range Transportation Plan. Therefore, this Project Priority List represents the beginning of a merger of the "old" priority process with the "new" comprehensive long-range transportation planning process. This submittal is different in that CAMPO is endorsing all TIP projects that have funding for right-of-way acquisition and/or construction within the first two years of the current MTIP. With these "pipeline" projects excluded, this document represents to a large degree unfunded capital needs across the region.

Method (General)

All of our member agencies are invited to complete a request package distributed by CAMPO for prioritized transportation needs in their own area. The public involvement process is carried out by each local jurisdiction to their satisfaction. Public involvement should be proactive at the local level, since a citizen must have his or her project endorsed by a municipality in order to receive attention from CAMPO. "Transportation needs" may include bridges, highway improvements, rail crossing/safety improvements, greenways, bikeways, sidewalks, other enhancements, advanced planning studies or implementation plans, and bus transit or rail capital items. These requests are prioritized by CAMPO staff and routed through a technical subcommittee appointed for the task of reviewing priorities and the ranking procedures. Their recommendations are forwarded to the TCC for endorsement. Finally, the elected officials on the Transportation Advisory Committee (TAC) must approve a prioritized list for joint review with the N.C. Department of Transportation.

Summary

The priorities are shown in the enclosed tables, with the total amounts of funding requested standing at \$925 million, including unfunded transit capital needs. This years' request does not include projects already programmed and partially or wholly funded in the first two years of the current MTIP. The top priority roadway project for the CAMPO region is the requested upgrade to freeway of US 70 from Westgate Road to Duraleigh Road. Transit funding requests increased due to the evolving Cary system. It is obvious that funding allocations are insufficient to meet the demand for transportation services and infrastructure: 43 roadway projects were received, totaling over \$925 million in cost. If all of the money the state spent on capital improvements in one year were invested in road improvements in Wake County alone, it would still be insufficient to cover these projects, much less other projects already under construction.

For Further Information

Details on the method the staff used for ranking projects are included in this report. However, persons wanting detailed information about the FY 2004-2010 project priority process are advised to contact CAMPO staff and MTIP Project Priority Subcommittee for a tutorial on the system as well as a copy of the spreadsheet results and scores.

Agency Rank	Description	Cross-Reference	Estimated Cost (\$1,000s)	Score
Regional.5	US 70 widening from Duraleigh Road to T.W. Alexander Drive	U-2823	62,500	100
Apex.1	NC 55 widening from US 1 to US 64	U-2901	20,088	62
Regional.4	I-540 East from US 64 to Proposed US 64 Bypass	R-2641	63,000	58
Regional.1	Triangle Parkway from NC 147 to McCrimmon Pkwy		54,000	57
Regional.2	I-40 widening from Wade Avenue to US 1/64		20,800	56
Regional.3	I-440 widening from US 1/64 to Wade Avenue	U-2719	77,300	51
Regional.6	Cary, Garner, and Raleigh Signal System Improvements		40,600	48
Raleigh.2	Falls of Neuse widening from Ravens Ridge to north of Neuse River		14,000	45
Cary.3	Interchange modifications at US 1/64 for Cary Pkwy		5,000	39
Raleigh.6	Chapel Hill Road (NC 54) widening I-40 to Hillsborough Street		4,300	39
Holly Spr.1	SR 1152 Realignment		9,481	34
Garner.1	Greenfield Parkway Connection		14,929	32
Wake Forest.2	Northside Loop from US 1A to NC 98		848	31
Holly Spr.2	SR 1301 Realignment from Lockley Rd to Brackenridge Lane.		7,922	29
Raleigh.8	Tryon Road realignment from NC RR to Wilmington Street		5,200	28
Raleigh.9	Hillsborough Street improvements from Gorman Street to Oberlin Road		15,900	28
Holly Spr.3	NC 55 widening from NC 55 Bypass to SR 1152		11,761	27
Morrisville.1	McCrimmon Pkwy from Aviation Pkwy to NC 54		14,048	26
Morrisville.3	Airport Blvd from NC 54 to Town Hall Drive		10,753	26
Garner.2	Timber Dr & Jones Sausage Road extension and widening		12,736	25

Table 1A. Priority Roadway Projects (\$465.166 million). This represents the top twenty projects submitted, not including projects with funding for right-of-way acquisition or construction in the first two years of the Transportation Improvement Program.

Agency.Rank	Project Description	Cross- Reference	Estimated Cost (\$1,000s)	Score
KH.2	Smithfield Rd from Forestville to US 64 Bypass	U-3441	15,557	24
KH.3	Hodge Rd (SR 2516) (US Hwy 64/Poole Rd (SR 1007)		9,834	24
CRH.1	Louis Stephens Drive Extension from Morrisville Carpenter Road to Durham Co.		11,150	22
CRH.6	Interchange modifications at US1/64 for Walnut St.	U-3101	18,500	21
MH.2	Morrisville-Carpenter Rd from Davis Drive to NC 54		6,666	18
GH.4	Garner Road widening		8,167	18
WFH.3	Burlington Mills Rd from SR 2049 to US 1		5,347	17
CRH.4	Morrisville Parkway Ext. from Davis Dr. to NC 55		9,000	15
RH.10	I-540 from Poole Rd to I-40 South (Eastern Wake Freeway)	R-2641	142,000	15
AH.2	Apex Peakway Eastern Leg		17,009	14
WFH.1	US-1A Widening (US 1-Capital Blvd./Wake Forest (NC 98) Bypass)	R-3600	9,916	14
FVH.3	Fuquay-Varina Eastern Parkway		47,174	14
FVH.2	Fuquay-Varina Loop Road - West		17,214	13
FVH.1	Fuquay-Varina Northeastern Loop between US 401 & NC 55		5,813	12
GH.5	Old Stage Road Widening		11,051	11
CRH.7	Trinity Rd & Extension from Chatham St to Cary Towne Blvd		16,000	9
AH.3	Apex Peakway Western Leg		19,456	8
CRH.9	Harrison Avenue Ext. to Kildaire Farm Road		3,000	6
AH.4	US 1 Interchange and Jessie Road Extension		16,402	6
CRH.8	Walker Street Extension		10,000	3
CRH.5	Jenks Carpenter\ High House Road Realignment		3,000	0

Table 1B. Additional Roadway Project Priorities (\$402.256 million). These are the remaining roadway priorities submitted by local governments this year, for a total of 43 roadway projects that were assessed.

Project ID	Project Title	Estimated Cost (\$1,000)	Local Rank	Regional Benefit	Transportation Plan Conformity	Sponsor Cost Share	Addresses High Accident or Congestion Location	Total Score
KA.1	Rail transit suitability study E. Wake TTA line	150	20	20	20	20	10	100
WF.1	US 1 Corridor Study, I-540 to NC 98	250	20	15	20	10	20	85
CA.1	Regional Bus Rapid Transit Feasibility Study	200	20	20	5	0	10	55
CA.2	US 1/64 Grade Separation Feasibility Study	100	18	15	10	0	10	53
CA.5	Interjurisdictional Smart Commute Program Linkage Study	100	12	10	15	0	10	47
CA.3	Cary Parkway/Gorman Street Linkage Study	100	16	5	15	0	10	46
CA.4	I-40 People Mover Study	100	14	10	5	0	15	44
CA.6	Davis Drive to RTP Multi-modal Transportation Study	100	10	10	5	0	15	40
RA.2	Aviation Parkway Extension alignment study-from Brier Creek Parkway to Glenwood Avenue (US 70)	150	18	5	0	0	5	28
RA.3	Blue Ridge Road Grade Separation Study	150	16	5	0	0	5	26

Table 2. Advanced Planning Projects (\$1.4 million). The US 1 (North) and Eastern Wake Rail Study are similar to projects identified in the *Transportation Plan Update 25* draft report in circulation as of this writing.

Local Rank	Project Description	Estimated Cost (\$1,000s)	Cross-Reference	Score
Raleigh.1	I-440 Pedestrian Overpass from NC Museum of Art Greenway to Meredith College and Hillsborough Street	2200		100
Raleigh.5	Blue Ridge Road Pedestrian Improvements from Hillsborough Street to Wade Avenue	500		93
Holly Springs.2	SR 1152 Sidewalk from Oakhall Subdivision to Linksland Dr	270		89
Holly Springs.1	Earp Street Bicycle/Pedestrian/Widening from NC 55 to SR 1393	1748		89
Cary.9	Build Greenway or bike path along High House Rd	1470		86
Fuquay Varina.3	Bicycle Lanes-Judd Parkway (W) US 401 (S. Main) to Wilbon Rd. (SR 1110)	472	R-2907	81
Cary.8	Build Greenway or bike path along Kildaire Farm Road Corridor (Ten Ten Rd to Academy Street)	2500		80
Fuquay Varina.1	Bicycle Lanes NC 55 Wake Chapel Rd (SR 1110) to Dickens Rd	439	R-2907	80
Wake Forest.1	US-1A Bicycle Lanes	161		77
Cary.1	Widen Davis Drive to accommodate bike lanes	700		73

Table 3. Pedestrian and Bicycle Improvements (\$27.83 million for all 34 Projects Requested; \$10.460 million for first ten shown). Increases in the number of projects submitted from last year indicate the overall need for better funding of bicycle and pedestrian projects in the Capital Area.

Local Rank	Description	Estimated Total Cost of Project (\$1,000s)	Estimated Non-Sponsor Cost of Project (\$1,000s)	Score
Wake Forest.2	Flaherty Park Greenway	125	100	100
Cary.7	NC 55 Pedestrian Tunnel	900	450	93
Cary.5	Speight Branch Phase II-link to Swift Creek	1,100	600	89
Wake Forest.1	Wake Forest Bypass Greenway	792	634	89
Cary.4	Preston Village Connector Greenway/Bicycle Facility	1,460	730	87
Holly Springs.1	Downtown Enhancement from Raleigh St to SR 1152	1,514	1,211	85
Apex.1	US 64/Laura Duncan Road Pedestrian Underpass	738	590	81
Cary.6	White Oak Creek Greenway	2,867	1,434	72
Holly Springs.2	SR 1393 Enhancement from Olde Mills Bluff Dr to Salem Ridge Road	2,345	1,876	63
Raleigh.1	NC Railroad /Amtrak Block Improvements	2,700	2,160	39

Table 4. Enhancements (\$14.541 million). Our sponsors are providing nearly \$5.04 million of the total costs of these ten projects. These will be submitted to NCDOT in the next "call" for Enhancement projects.

SYSTEM	SUBMITTAL ORDER	FISCAL YEAR	QUANTITY	DESCRIPTION	COST (\$1,000s)
Cary	CT.1			Buses for Cary Feeder Bus Service - Cary would like to develop "feeder" routes to 8 proposed TTA stations identified in the Phase I Regional Rail Project.	480
Cary	CT.2			TTA Bus Stop Turnouts - Cary is requesting bus turnouts on three roadways: Walnut Street, Kildaire Farm Road, and Harrison Avenue.	100
Cary	CT.3			Computerized Ticketing System for C-Tran - Cary is requesting technology improvements, similar to "Smartcard" technology, be incorporated into existing and future transit service to increase efficiency over the current paper-based system.	200
Cary	CT.4			Park-n-Ride Facility along NC 55 Corridor - Cary requests construction of a small 1 Park-n-Ride facility on NC 55.	180
CAT	CAT.1	2007	13	Purchase Fixed Route Buses	4,750
CAT	CAT.2	2009	9	Replace Feeder Route Buses	2,100
CAT	CAT.3	2010	7	Purchase Feeder Route Buses	1,650
TTA	TTA.1	2007	22	Regional Bus Replacement 13 large buses and 9 small buses	4,300
TTA	TTA.2			Blue Ridge Road Grade Separation Study (see Advanced Planning Category)	500

Table 5. Transit Improvements (\$14.26 million; no priority order). The addition of a Cary system is noted this year in the unfunded capital improvements needs.

How CAMPO Prioritizes Its Project Requests

The Capital Area MPO undertook an extensive update of its priority request mechanism in 1997, and substantial modifications have been made in each cycle since that time (1999 and 2001). A subcommittee of the TCC was formed to examine the way in which we had performed our requests in previous years, and to develop new procedures as recommended.

MODIFICATIONS IN THE 1999 MODEL

- Use the approved Triangle Regional Model to address user benefits.
- Limiting the number of submitted projects by population size.
- Assess environmental impacts, including air quality, stream quality, wetlands, and critical habitats (roadways).
- Assess community impacts, including historic and “4F” properties, low-income populations, and minority communities (roadways).
- Assessment of how well a community uses access management tools to prolong the life of a proposed roadway facility (integration of land use impacts).
- Better public involvement; especially through the use of the CAMPO web site and *Transportation Plan Update 2025* project planning process.

MODIFICATIONS IN THE 2002 MODEL

- Consolidate 5 former factors into the “Local Priority” factor for roadways. The Project Priority Subcommittee would evaluate this factor, which accounts for 20% of a roadway project’s score. Cost performance was also shown by comparing project cost to the User Benefits portion of the roadway score.
- Allow non-municipal members and the Project Priority Subcommittee to recommend projects.
- Revise Enhancement criteria to match those used in the NCDOT call for projects in 2000; these will be CAMPO’s priorities for the next call.

In 1997, the subcommittee recommended that an objective system should be created that would prioritize projects in a reproducible manner. Criteria for highways, transit, and bicycle/ pedestrian projects were developed and weighted according to a survey of the subcommittee members. In 1999, the update of the mechanism focused on including environmental variables in the highway project analysis and solidifying the forecasted average daily traffic figures using the newly-created Triangle Regional Model (see box at left). Other priority mechanisms were considered for other modes, including transit, but were not recommended for incorporation by the TCC. The revised priority model, including the new variables and weighting schemes, was approved by the TCC and TAC in August, 1999.

The 2002 update focused on assessing alternative evaluation mechanisms, especially MicroBenCost and STEAM. Adjustments were made to the Roadway and Enhancement evaluation models, as shown at left. Table 6 indicates what variables were used to assess various project types in this cycle, which was generally responsible for the data collection, and how important each variable is to the ultimate score of a project.

The staff then took these criteria and weights and developed a spreadsheet system that would assign a raw score to each project, which could then be transformed into a zero- to 100-point ranking system. The final spreadsheet could be used by anyone that wished to know how their project, or a proposed project, ranked relative to any other. The TCC was

kept informed of the subcommittee’s work throughout this process. All of the particular ranking systems used are described below, and each produces a raw score for each project, which is then normalized to fit a 100-point scale, thus equalizing the rankings across modes of travel. In this way, projects were ranked within each mode, but could also be ranked *across* modes of travel. A number of improvements were recommended in the 2002 Project Priority Listing, some of which were completed in this cycle (denoted by an asterisk “*“):

- Make the system GIS-friendly, a continuing effort;
- Consider alternative, turn-key evaluation systems*;
- Address the issue of intersection/interchange improvements* and
- Improve the existing rating system (eliminate redundant criteria*, include instructions for each rating system and the summary sheet*, re-examine how impacts to low-income and minority communities are addressed*, and re-examine cost-benefit measures to the roadway model*).

The integration of the Project Priority List and the long-range transportation plan was cited as a long-term improvement in the 2002 report. This is still a high priority and would have been accomplished in this cycle if the timing had worked out better. However, by reviewing the project list contained in the *TPU25* report and the Project Priority List, our government agencies were able to compare the two and make some adjustments to each. The other long-term improvement was to continue to develop a more comprehensive review process with NCDOT during the priority process. This was facilitated by having two meetings with NCDOT upper management in this cycle.

Bicycle and Pedestrian. This system is employed for bicycle projects and greenways. Proximity to schools and other pedestrian “generators,” local rankings, and connectivity to other points are important components of the rating system. Mapping these projects out can greatly aid in the collection of data such as connectivity.

Bridge. The score for any bridge project received is based upon the data used by NCDOT’s Bridge Management System (BMS).[☺] This system utilizes data collected from the biennial bridge inspections and marries that to funding levels statewide. Most importantly, costs for rehabilitation or replacement and bridge condition data are collected frequently, making a bridge priority system fairly simple. The system uses the deficiency and sufficiency ratings, costs, and ADT figures to produce a raw score. Since only one bridge project was requested in the 2004-2010 cycle, no evaluation was necessary.

Enhancements. Sidewalks, landscaping, and downtown improvement projects are common requests for enhancements, the full range of which is defined by the Transportation Efficiency Act for the 21st Century (TEA-21, the federal transportation bill for 1999). This evaluation changed significantly in the 2004-2010 evaluation cycle, attempting to replicate the criteria used by NCDOT in their periodic “call” for enhancement projects. ROW availability is a prerequisite, or gauntlet, criteria, as is a minimum 20% local match for project funding. Other factors such as local matching contributions are evaluated more subjectively:

a. Estimated Non-Sponsor Cost of Project	25%
b. Benefits to the Community	25%
c. Connections to Other Modes of Travel	25%
d. Sustainability	25%

“Not everything that can be measured is important, and not everything that is important can be measured.”
- Albert Einstein

Roadways. The most complex of the rating systems is reserved for roadway improvements, not surprising since the vast bulk of all transportation capital dollars spent are on these types of facilities. A user benefits analysis[☺] is used to determine both the user benefits (expressed in time/wages saved or lost with or without the proposed facility). Forecasted and current ADT volumes were developed with the approved Triangle Regional Model. This portion of the analysis can also produce accident (safety) benefits. The most important update in the 2002-2008 cycle was the inclusion of various environmental (air and water quality, historic/park properties, wetlands and critical habitat) and environmental justice (low-income and minority populations) factors. These factors were intended to “flag” potential environmental problems associated with a proposal, which could in turn be used to adjust the project to avoid the impact. Ultimately, this may result in great benefits to the time it takes to design and construct a project, as well as its ultimate costs to taxpayers and the community. Two significant changes were made in the 2004-2010 cycle of evaluations: first, costs were assessed against the user benefits portion of the score. Second, five previous factors were combined into a “Local Support” factor, which was judged subjectively by the Project Priority Subcommittee itself as 20% of the overall project score. These five factors are:

- Local Priority Listing: Position on the approved, submitted local priority listing;
- Access Management/Lane Efficiency: Indicates how well the governing body protects the capacity of the proposed facility through access management and land use planning;
- Continuity of Request from Previous Local Priority List: Weight assigned to projects that have been in the previous priority listing submitted by the government agency;
- Financial support exhibited by sponsoring agency(-ies), which may include direct financing, private participation, or corridor protection; and
- Adherence to the goals/objectives within the CAMPO adopted long-range transportation plan.

Rail Crossing. The NCDOT system for rail crossing improvements is used for these requests. Current protection (gates, signals, etc.), ADT’s, bus volumes, and train volumes are used for this analysis. Costs are assumed at the nominal NCDOT rate of \$75 thousand per improvement.

Advanced Planning Studies. Introduced in the previous listing, this category of project requests includes large planning and implementation studies for ITS and HOV measures, for example. The order of these projects is determined by the Project Priority Subcommittee.

Recommendations for Improving the System. The Project Priority List has gained considerable acceptance at both the technical and policy levels. However, there will always be opportunities presented to make the system

[☺] Note: This symbol denotes where data from NCDOT is required to perform the analysis. Also, NCDOT staff should be consulted for a better understanding of their rating systems.

better, more integrated, more comprehensive, and more accessible to stakeholder groups and the public. The following are areas where improvements could be made in the short run, probably by the next cycle:

1. *Aggressively attack the issue of major intersection/interchange improvements, for which there is no assessment mechanism currently used.* A robust assessment tool here could also help in Thoroughfare Plan (the state equivalent of a “vision plan” for roadways) evaluations of interchanges. In any case, consideration should be given to the FHWA assessment guidelines that are available.
2. *Re-assess the linear costs used in the cost spreadsheet model.* This update should include a review of the cross-sections available to the user in the model as well as updating the linear construction and ROW costs. This needs to be done well in advance of the 2006-2012 TIP cycle.
3. *Improve the collection and use of accident data to augment project scores.* The difficulty of collecting and weighting accidents (by traffic volume) has precluded the use of historical accident data in the project analyses. A three-year “download” of the Wake County portion of the state database may make in-house mining of the data more feasible.
4. *Find a better way (objective) to treat air quality performance.* This item in part assumes that staff can assess the performance of a roadway based on its design characteristics, speed, and traffic flow. In order to do this accurately, it is imperative that good speed and emissions data be collected on a variety of cross-sections in rural, fringe, and urban areas. The 2003 Unified Planning Work Program (UPWP) calls for just such a study to be undertaken, simultaneously with the congestion management system data inventory.

Long-Term Improvements.

1. *Complete the integration of the Project Priority List model with the long-range transportation plan analysis.* It is only by a thorough system-level analysis and comprehensive public involvement effort that an accurate determination of overall objectives and implementation strategies can be developed. This level of effort is simply too great to accomplish outside of the transportation plan update process with the current resources available to CAMPO. Additionally, this would eliminate confusion over the duplicative project determination process implicit in both exercises (project priority list and long-range plan updates). Although this was partially accomplished this year, it was primarily on an ad-hoc basis, as local governments were working with both processes in roughly the same time frame.
2. *Most importantly, continue to build partnerships with NCDOT and our Board Member each year.* This includes not only Planning and Programming, but also the District and Division offices, and the Project Development and Environmental Analysis Branch. A fairly sophisticated agenda was prepared for the 2002-2008 TIP cycle, for example. Additional coordination meetings and a better understanding of available monies throughout the TIP horizon are two important areas of improvement.

[Insert Data Requirements Table 6. Here]

Appendix A. Project Detail Sheets.

The actual MS-Excel spreadsheets are shown for the highway, bicycle/pedestrian, and enhancement models this year. These sheets can be used to see where projects scored high or low on the various weighting factors.

The Capital Area MPO may be contacted for further information at:

Capital Area MPO
310 West Martin Street, Mezzanine Level
Raleigh, NC 27602
(919) 831-6785
scott.lane@raleigh.nc.us
www.raleigh-nc.org/campo

ROADWAY PRIORITIES

CAMPO PROJECT PRIORITY LIST FY 2004-2010 PROJECT EVALUATION SHEET

Category: Roadway

Description: Widen US 70 to a six-lane divided section from Duraleigh Road to T.W. Alexander Drive and construct new interchanges at Lynn Road, Brier Creek Parkway, and TW Alexander Drive.

Length (mi.): 5.6

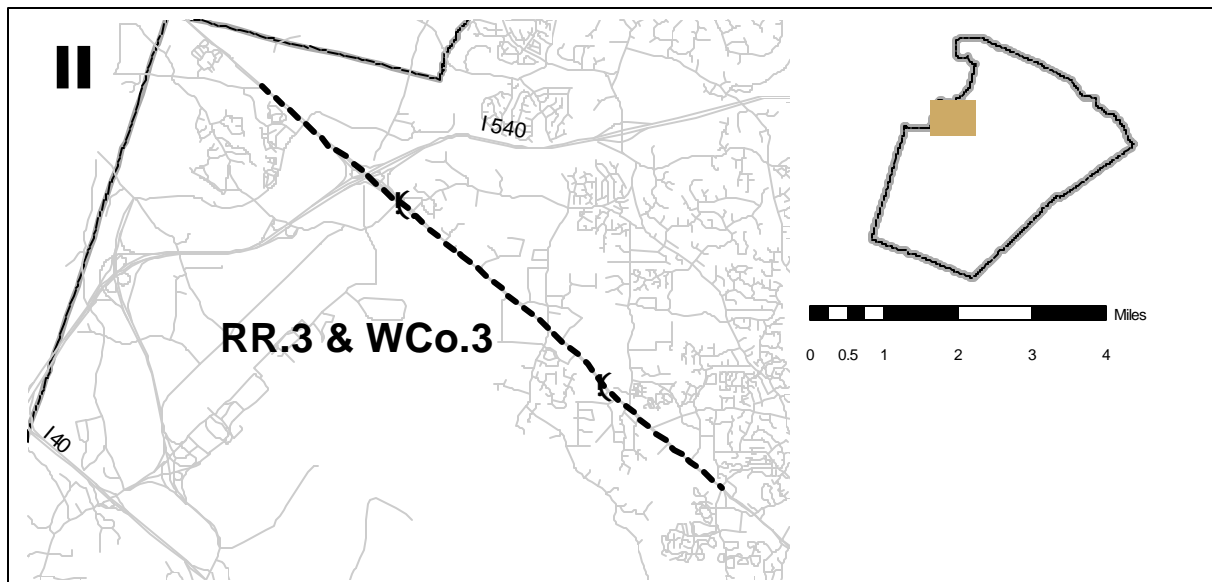
Sponsor/Sponsor Rank: Regional No.5

CAMPO Rank/ID No: MTIP No.1

Evaluation Data:

Evaluation Criteria	Score
Estimated Total Cost of Project (\$1,000s)	62,500
User Benefits (Operating + Time)	15
Mitigates a Safety/High Hazard Location	25
Benefit-Cost Ratio	7
Environmental Impacts	5
Access Management/Lane Efficiency	4
Local Financial Support	0
Benefits Other Modes of Travel	2
Local Priority Ranking (Approved by Local Board)	2
Multiple Jurisdictions Request Equivalent Project	2
Traffic Service is Inter-Urban	9
Present on Latest, Approved (TAC) Thoroughfare Plan Map? Long Range Transportation	Y
Continuity of Request (Same Position on Previous Local List)	2
Raw Scores	72
Setting to 100-Point Scale	100

Location Map



CAMPO PROJECT PRIORITY LIST FY 2004-2010 PROJECT EVALUATION SHEET

Category: Roadway

Description: Widen existing two-lane section of NC 55 in Apex to a five-lane curb and gutter section from US 1 to US 64.

Length (mi.): 3.15

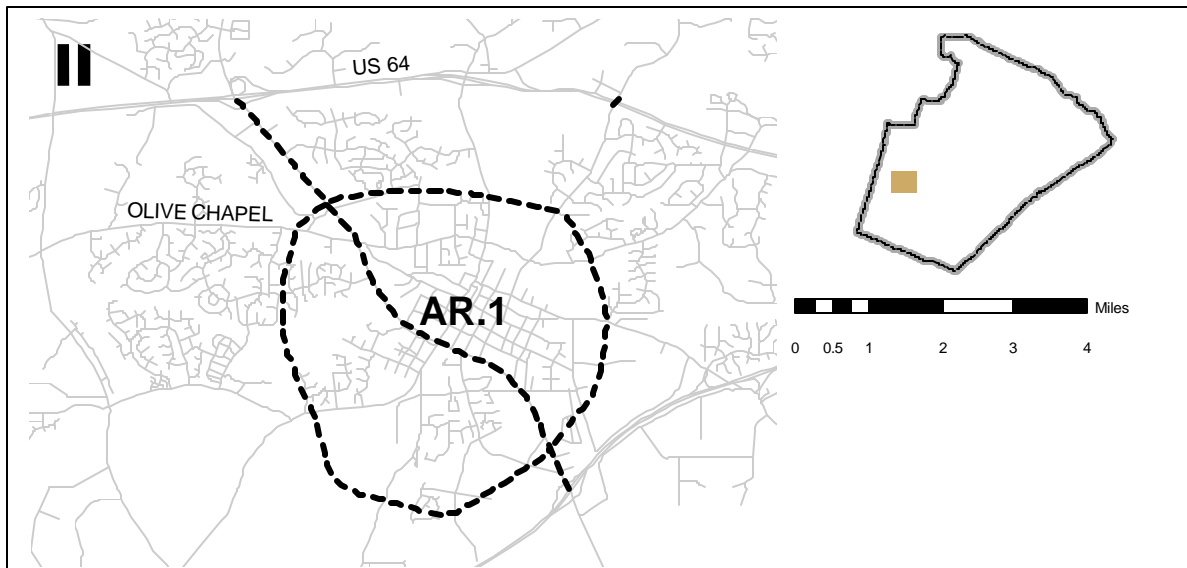
Sponsor/Sponsor Rank: Apex No.1

CAMPO Rank/ID No: MTIP No.2

Evaluation Data:

Evaluation Criteria	Score
Estimated Total Cost of Project (\$1,000s)	20,088
User Benefits (Operating + Time)	5
Mitigates a Safety/High Hazard Location	5
Benefit-Cost Ratio	10
Environmental Impacts	4
Access Management/Lane Efficiency	1
Local Financial Support	2
Benefits Other Modes of Travel	6
Local Priority Ranking (Approved by Local Board)	1
Multiple Jurisdictions Request Equivalent Project	0
Traffic Service is Inter-Urban	9
Present on Latest, Approved (TAC) Thoroughfare Plan Map? Long Range Transportation	Y
Continuity of Request (Same Position on Previous Local List)	4
Raw Scores	51
Setting to 100-Point Scale	62

Location Map



**CAMPO PROJECT PRIORITY LIST FY 2004-2010
PROJECT EVALUATION SHEET**

Category: Roadway

Description: Construct new freeway facility from US 64 to the proposed US 64 (Knightdale) Bypass.

Length (mi.): 3

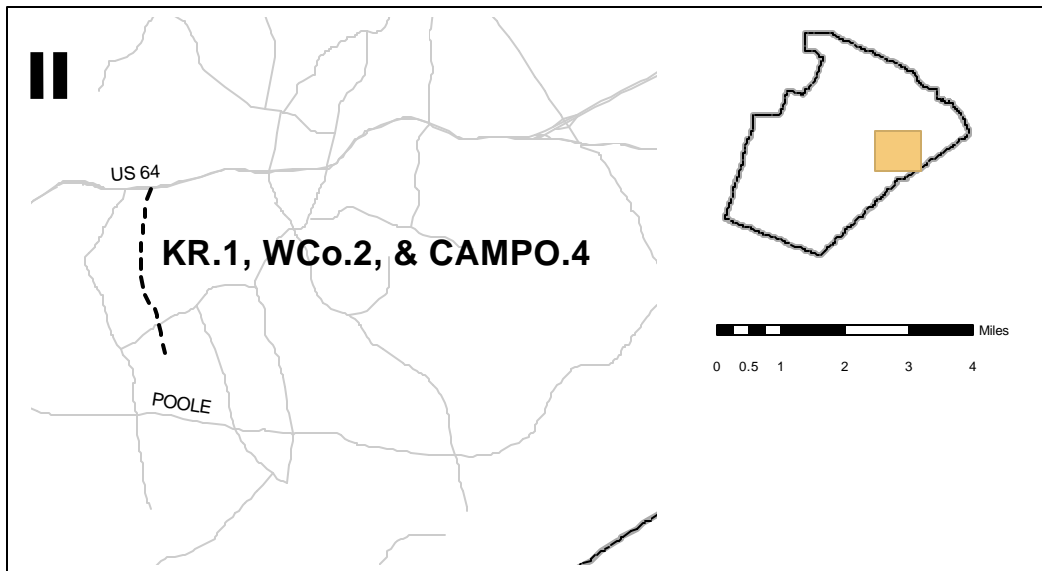
Sponsor/Sponsor Rank: Region No.4

CAMPO Rank/ID No: MTIP No.3

Evaluation Data:

Evaluation Criteria	Score
Estimated Total Cost of Project (\$1,000s)	63,000
User Benefits (Operating + Time)	5
Mitigates a Safety/High Hazard Location	14
Benefit-Cost Ratio	3
Environmental Impacts	8
Access Management/Lane Efficiency	2
Local Financial Support	0
Benefits Other Modes of Travel	1
Local Priority Ranking (Approved by Local Board)	1
Multiple Jurisdictions Request Equivalent Project	4
Traffic Service is Inter-Urban	9
Present on Latest, Approved (TAC) Thoroughfare Plan Map? Long Range Transportation	Y
Continuity of Request (Same Position on Previous Local List)	2
Raw Scores	49
Setting to 100-Point Scale	58

Location Map



**CAMPO PROJECT PRIORITY LIST FY 2004-2010
PROJECT EVALUATION SHEET**

Category: Roadway

Description: Construct a freeway on new location between NC 147 and McCrimmon Pkwy.

Length (mi.): 4.58

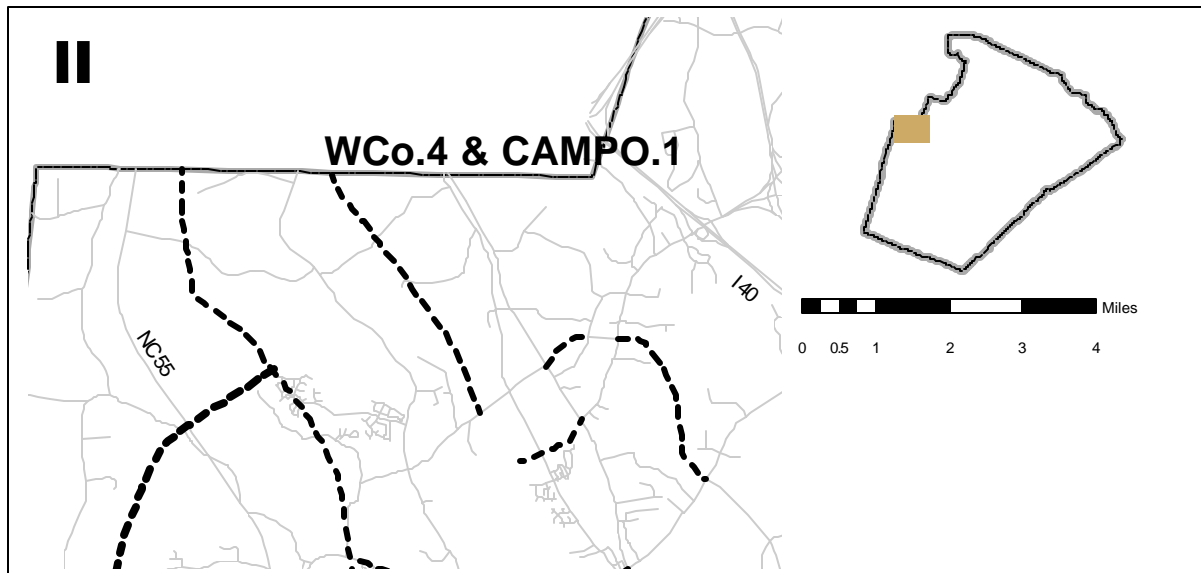
Sponsor/Sponsor Rank: Regional No.1

CAMPO Rank/ID No: MTIP No.4

Evaluation Data:

Evaluation Criteria	Score
Estimated Total Cost of Project (\$1,000s)	54,000
User Benefits (Operating + Time)	8
Mitigates a Safety/High Hazard Location	10
Benefit-Cost Ratio	3
Environmental Impacts	10
Access Management/Lane Efficiency	1
Local Financial Support	0
Benefits Other Modes of Travel	1
Local Priority Ranking (Approved by Local Board)	4
Multiple Jurisdictions Request Equivalent Project	2
Traffic Service is Inter-Urban	9
Present on Latest, Approved (TAC) Thoroughfare Plan Map? Long Range Transportation	Y
Continuity of Request (Same Position on Previous Local List)	0
Raw Scores	48
Setting to 100-Point Scale	57

Location Map



**CAMPO PROJECT PRIORITY LIST FY 2004-2010
PROJECT EVALUATION SHEET**

Category: Roadway

Description: I-40 widening to a six-lane freeway from the I-40/US1-64 interchange in Cary to Wade Avenue.

Length (mi.): 3.5

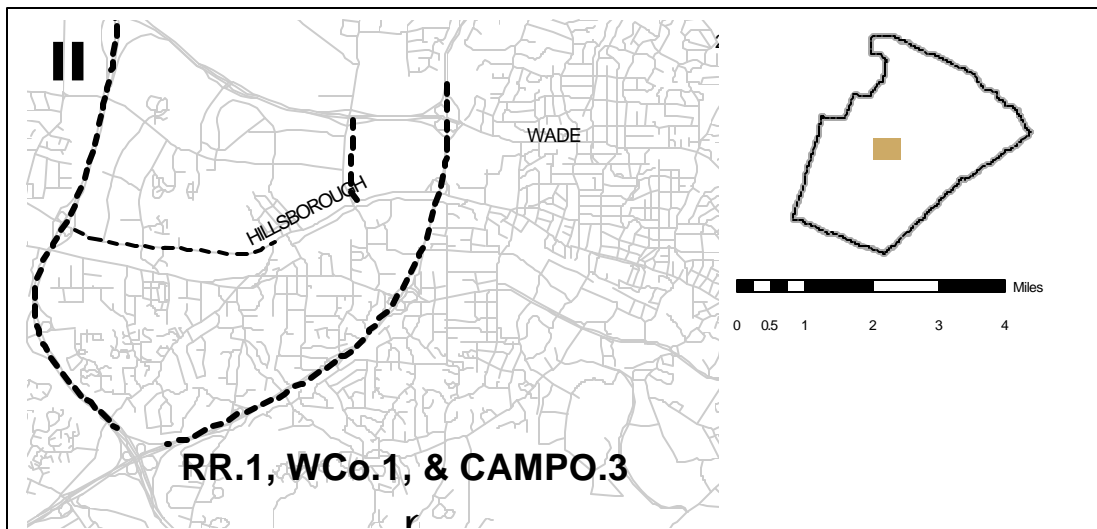
Sponsor/Sponsor Rank: CAMPO No.3, Raleigh No.1, Wake County No.5

CAMPO Rank/ID No: MTIP No.5

Evaluation Data:

Evaluation Criteria	Score
Estimated Total Cost of Project (\$1,000s)	20,800
User Benefits (Operating + Time)	6
Mitigates a Safety/High Hazard Location	6
Benefit-Cost Ratio	6
Environmental Impacts	8
Access Management/Lane Efficiency	4
Local Financial Support	0
Benefits Other Modes of Travel	3
Local Priority Ranking (Approved by Local Board)	3
Multiple Jurisdictions Request Equivalent Project	2
Traffic Service is Inter-Urban	9
Present on Latest, Approved (TAC) Thoroughfare Plan Map? Long Range Transportation	Y
Continuity of Request (Same Position on Previous Local List)	2
Raw Scores	48
Setting to 100-Point Scale	56

Location Map



PROJECT EVALUATION SHEET

Category: Roadway

Description: Widen I-440 to six lanes from US 1/64 to Wade Avenue

Length (mi.): 3.5 Miles

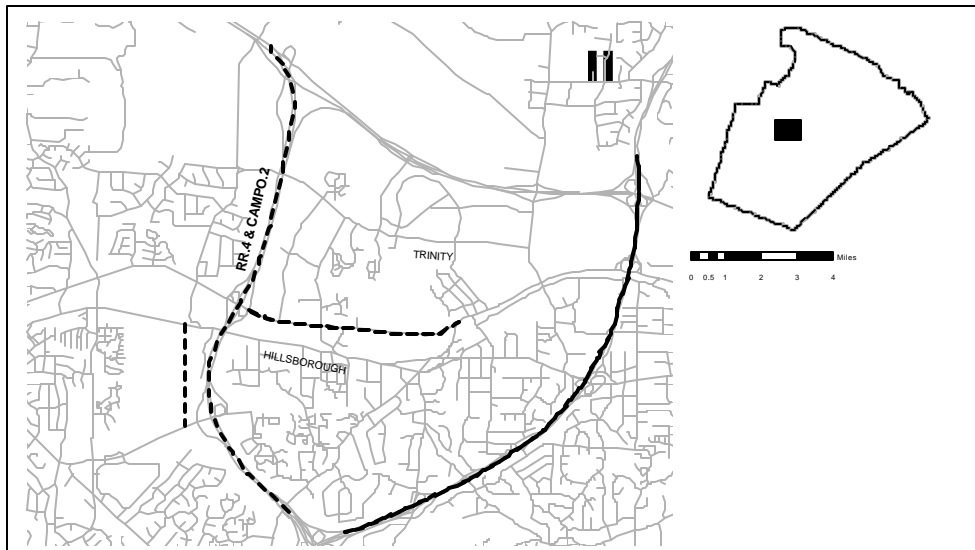
Sponsor/Sponsor Rank: Regional No.3

CAMPO Rank/ID No: MTIP No.6

Evaluation Data:

Evaluation Criteria	Score
Estimated Total Cost of Project (\$1,000s)	77,300
User Benefits (Operating + Time)	1
Mitigates a Safety/High Hazard Location	8
Benefit-Cost Ratio	8
Environmental Impacts	5
Access Management/Lane Efficiency	4
Local Financial Support	0
Benefits Other Modes of Travel	3
Local Priority Ranking (Approved by Local Board)	2
Multiple Jurisdictions Request Equivalent Project	3
Traffic Service is Inter-Urban	9
Present on Latest, Approved (TAC) Thoroughfare Plan Map? Long Range	Y
Continuity of Request (Same Position on Previous Local List)	2
Raw Scores	45
Setting to 100-Point Scale	51

Location Map



**CAMPO PROJECT PRIORITY LIST FY 2004-2010
PROJECT EVALUATION SHEET**

Category: Signal system

Description: Computerized Signal System of US 70, US 401, and Timber Drive.

Length (mi.): 3.41

Sponsor/Sponsor Rank: Garner No.3

CAMPO Rank/ID No: MTIP No.7

Evaluation Data:

Evaluation Criteria	Score
Estimated Total Cost of Project (\$1,000s)	40,600
User Benefits (Operating + Time)	6
Mitigates a Safety/High Hazard Location	0
Benefit-Cost Ratio	1
Environmental Impacts	10
Access Management/Lane Efficiency	4
Local Financial Support	2
Benefits Other Modes of Travel	4
Local Priority Ranking (Approved by Local Board)	2
Multiple Jurisdictions Request Equivalent Project	3
Traffic Service is Inter-Urban	9
Present on Latest, Approved (TAC) Thoroughfare Plan Map? Long Range Transportation	Y
Continuity of Request (Same Position on Previous Local List)	2
Raw Scores	43
Setting to 100-Point Scale	48

Location Map

Map Not Available.

CAMPO PROJECT PRIORITY LIST FY 2004-2010 PROJECT EVALUATION SHEET

Category: Roadway

Description: Construct Falls of Neuse Road as a multi-lane facility from Ravens Ridge Road to the north of Neuse River.

Length (mi.): 2.1 Miles

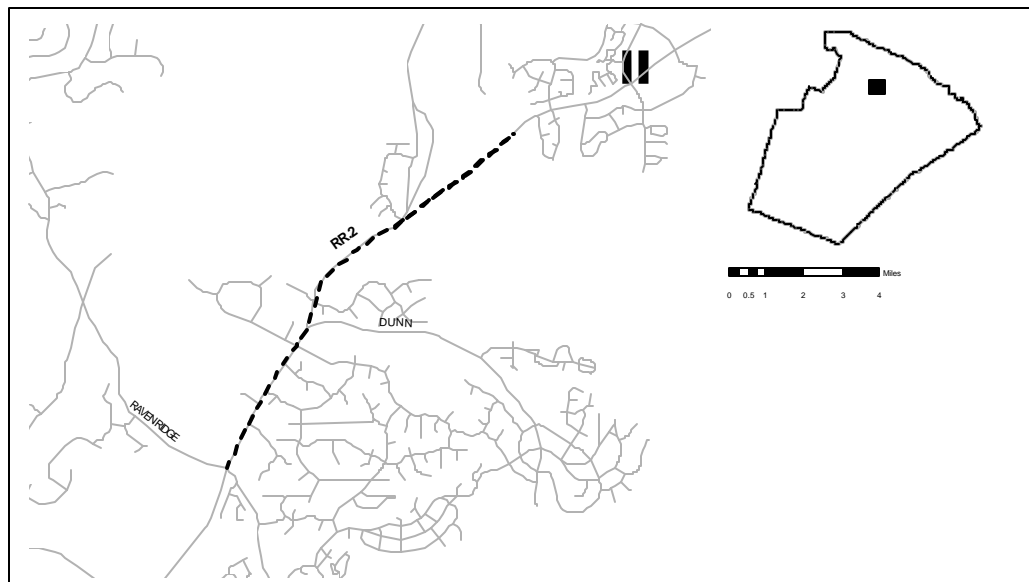
Sponsor/Sponsor Rank: Raleigh No.2

CAMPO Rank/ID No: MTIP No.8

Evaluation Data:

Evaluation Criteria	Score
Estimated Total Cost of Project (\$1,000s)	14,000
User Benefits (Operating + Time)	5
Mitigates a Safety/High Hazard Location	5
Benefit-Cost Ratio	5
Environmental Impacts	10
Access Management/Lane Efficiency	2
Local Financial Support	4
Benefits Other Modes of Travel	0
Local Priority Ranking (Approved by Local Board)	3
Multiple Jurisdictions Request Equivalent Project	1
Traffic Service is Inter-Urban	6
Present on Latest, Approved (TAC) Thoroughfare Plan Map? Long Range Transportation	Y
Continuity of Request (Same Position on Previous Local List)	2
Raw Scores	42
Setting to 100-Point Scale	45

Location Map



**CAMPO PROJECT PRIORITY LIST FY 2004-2010
PROJECT EVALUATION SHEET**

Category: Roadway

Description: Interchange modifications for US 1/64 at Cary Parkway

Length (mi.): 0.0 Miles

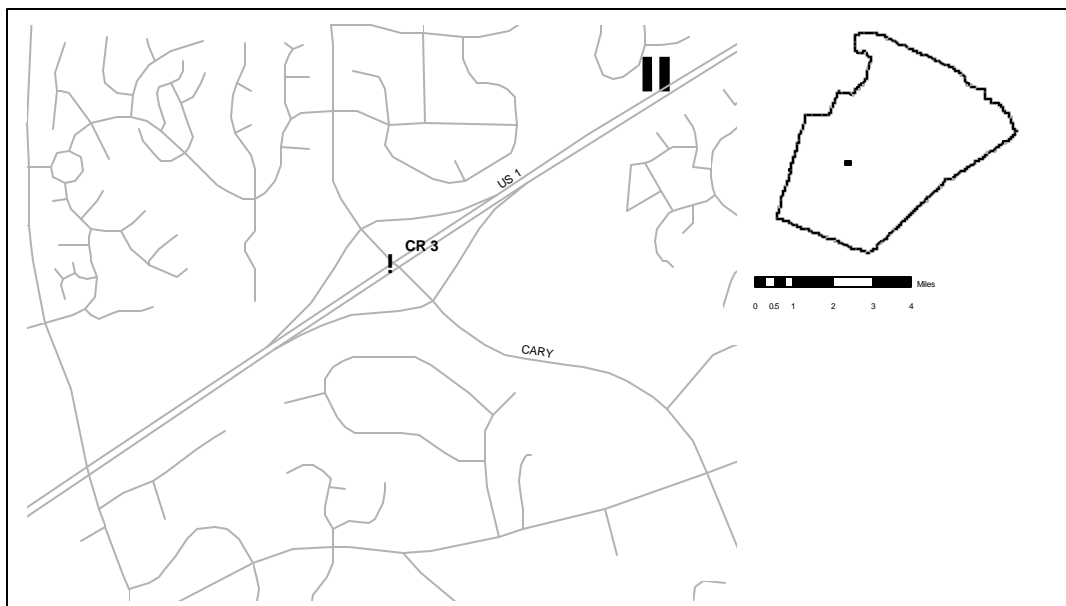
Sponsor/Sponsor Rank: Cary No.3

CAMPO Rank/ID No: MTIP No.9

Evaluation Data:

Evaluation Criteria	Score
Estimated Total Cost of Project (\$1,000s)	5,000
User Benefits (Operating + Time)	4
Mitigates a Safety/High Hazard Location	1
Benefit-Cost Ratio	7
Environmental Impacts	10
Access Management/Lane Efficiency	4
Local Financial Support	4
Benefits Other Modes of Travel	1
Local Priority Ranking (Approved by Local Board)	2
Multiple Jurisdictions Request Equivalent Project	0
Traffic Service is Inter-Urban	6
Present on Latest, Approved (TAC) Thoroughfare Plan Map? Long Range Transportation	Y
Continuity of Request (Same Position on Previous Local List)	0
Raw Scores	38
Setting to 100-Point Scale	39

Location Map



CAMPO PROJECT PRIORITY LIST FY 2004-2010 PROJECT EVALUATION SHEET

Category: Roadway

Description: Chapel Hill Road (NC 54) widening to a four-lane median section from I-40 to Hillsborough Street

Length (mi.): 1.6

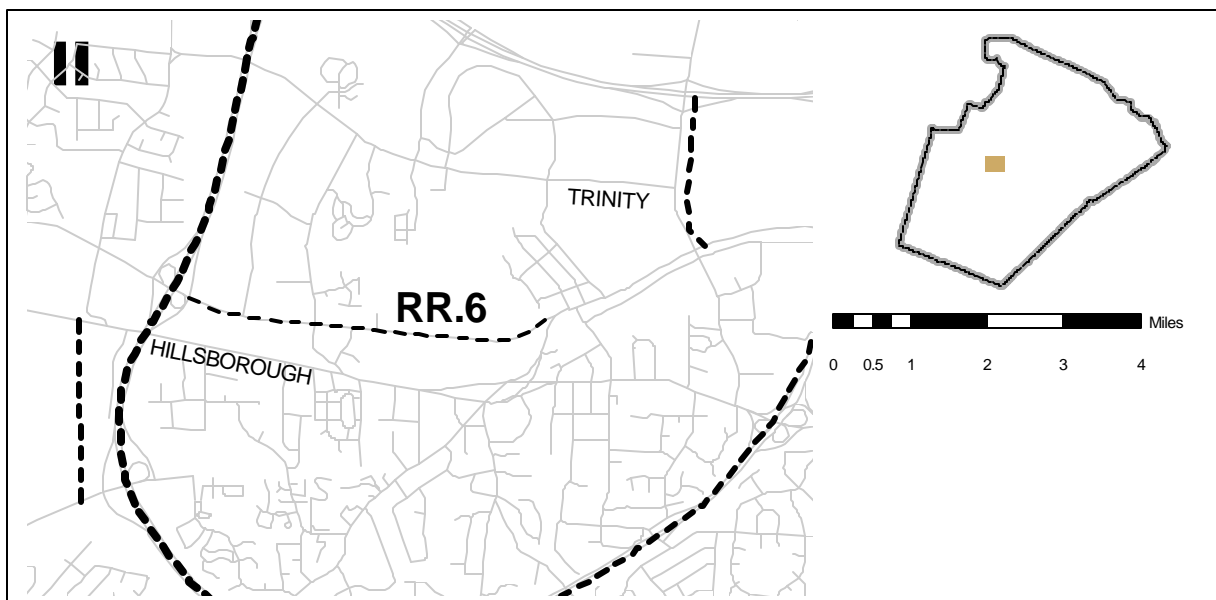
Sponsor/Sponsor Rank: Raleigh No.6

CAMPO Rank/ID No: MTIP No.10

Evaluation Data:

Evaluation Criteria	Score
Estimated Total Cost of Project (\$1,000s)	4,300
User Benefits (Operating + Time)	3
Mitigates a Safety/High Hazard Location	4
Benefit-Cost Ratio	10
Environmental Impacts	9
Access Management/Lane Efficiency	2
Local Financial Support	2
Benefits Other Modes of Travel	0
Local Priority Ranking (Approved by Local Board)	0
Multiple Jurisdictions Request Equivalent Project	0
Traffic Service is Inter-Urban	6
Present on Latest, Approved (TAC) Thoroughfare Plan Map? Long Range Transportation	Y
Continuity of Request (Same Position on Previous Local List)	2
Raw Scores	38
Setting to 100-Point Scale	39

Location Map



CAMPO PROJECT PRIORITY LIST FY 2004-2010 PROJECT EVALUATION SHEET

Category: Roadway

Description: State Road (SR) 1152 Realignment & Widening

Length (mi.): 2.4 Miles

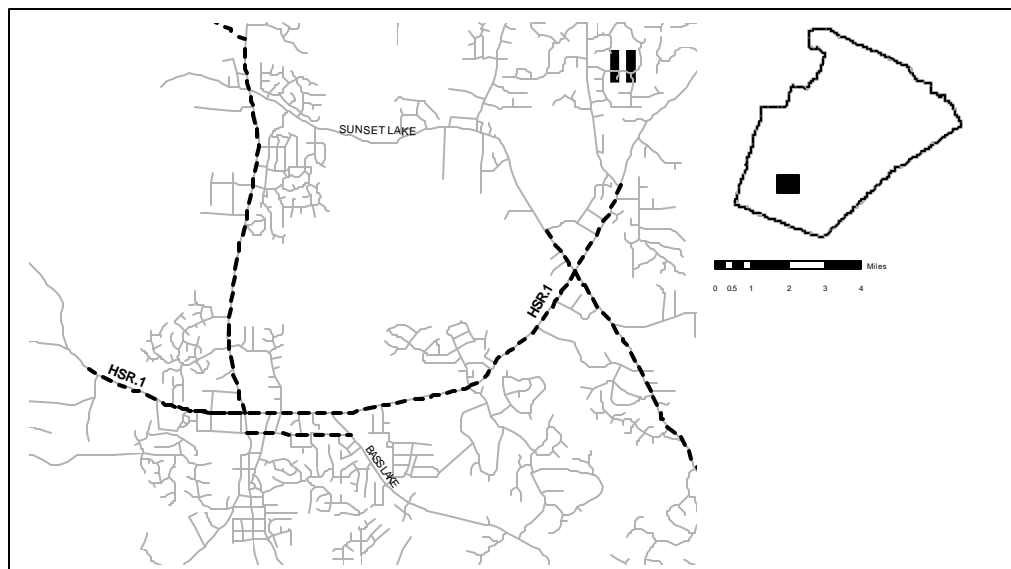
Sponsor/Sponsor Rank: Holly Springs No.1

CAMPO Rank/ID No: MTIP No.11

Evaluation Data:

Evaluation Criteria	Score
Estimated Total Cost of Project (\$1,000s)	9,481
User Benefits (Operating + Time)	4
Mitigates a Safety/High Hazard Location	2
Benefit-Cost Ratio	2
Environmental Impacts	9
Access Management/Lane Efficiency	4
Local Financial Support	2
Benefits Other Modes of Travel	0
Local Priority Ranking (Approved by Local Board)	4
Multiple Jurisdictions Request Equivalent Project	0
Traffic Service is Inter-Urban	6
Present on Latest, Approved (TAC) Thoroughfare Plan Map? Long Range Transportation	Y
Continuity of Request (Same Position on Previous Local List)	2
Raw Scores	35
Setting to 100-Point Scale	34

Location Map



CAMPO PROJECT PRIORITY LIST FY 2004-2010 PROJECT EVALUATION SHEET

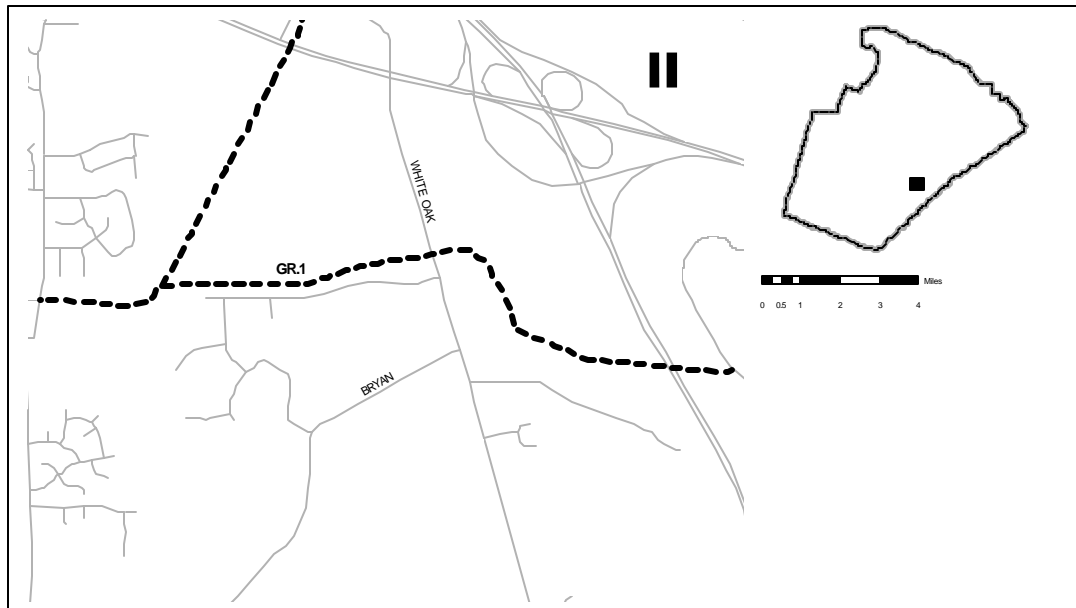
Category: Roadway
Description: Greenfield Parkway Connection

Length (mi.): 2.65 Miles
Sponsor/Sponsor Rank: Garner No.1
CAMPO Rank/ID No: MTIP No.12

Evaluation Data:

Evaluation Criteria	Score
Estimated Total Cost of Project (\$1,000s)	14,929
User Benefits (Operating + Time)	6
Mitigates a Safety/High Hazard Location	6
Benefit-Cost Ratio	6
Environmental Impacts	5
Access Management/Lane Efficiency	2
Local Financial Support	0
Benefits Other Modes of Travel	1
Local Priority Ranking (Approved by Local Board)	4
Multiple Jurisdictions Request Equivalent Project	0
Traffic Service is Inter-Urban	3
Present on Latest, Approved (TAC) Thoroughfare Plan Map? Long Range Transportation	Y
Continuity of Request (Same Position on Previous Local List)	2
Raw Scores	34
Setting to 100-Point Scale	32

Location Map



CAMPO PROJECT PRIORITY LIST FY 2004-2010 PROJECT EVALUATION SHEET

Category: Roadway

Description: Construct two-lane shoulder section of a multi-lane facility, minimum 90' right-of-way location between White and Main Streets. Involves at-grade or grade separated railroad crossing.

Length (mi.): 0.4

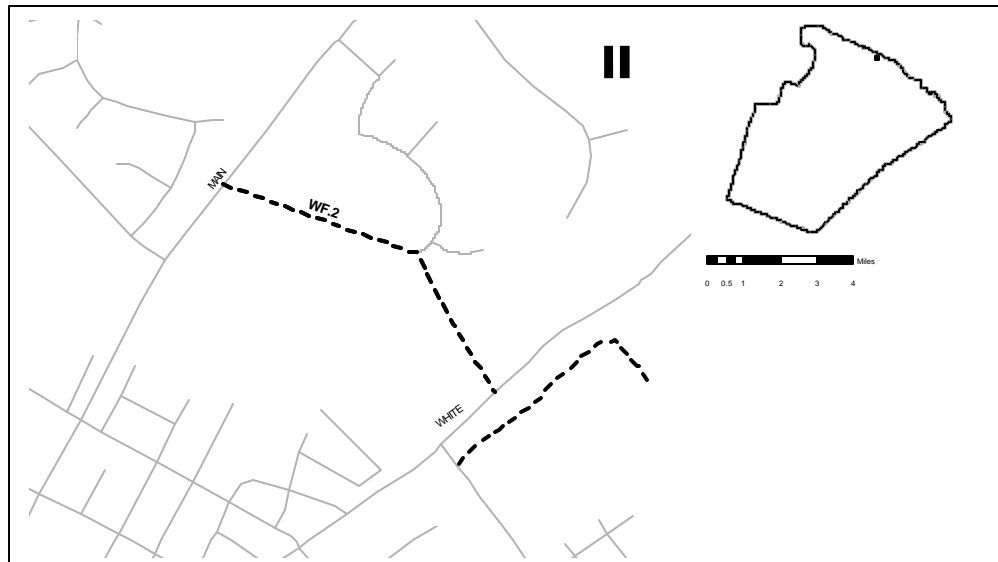
Sponsor/Sponsor Rank: Wake Forest No.2

CAMPO Rank/ID No: MTIP No.13

Evaluation Data:

Evaluation Criteria	Score
Estimated Total Cost of Project (\$1,000s)	848
User Benefits (Operating + Time)	3
Mitigates a Safety/High Hazard Location	0
Benefit-Cost Ratio	9
Environmental Impacts	10
Access Management/Lane Efficiency	2
Local Financial Support	1
Benefits Other Modes of Travel	0
Local Priority Ranking (Approved by Local Board)	3
Multiple Jurisdictions Request Equivalent Project	0
Traffic Service is Inter-Urban	3
Present on Latest, Approved (TAC) Thoroughfare Plan Map? Long Range Transportation	Y
Continuity of Request (Same Position on Previous Local List)	2
Raw Scores	34
Setting to 100-Point Scale	31

Location Map



**CAMPO PROJECT PRIORITY LIST FY 2004-2010
PROJECT EVALUATION SHEET**

Category: Roadway

Description: State Road 1301 Realignment from Lockley Road to Brackenridge Lane.

Length (mi.): 1.9 Miles

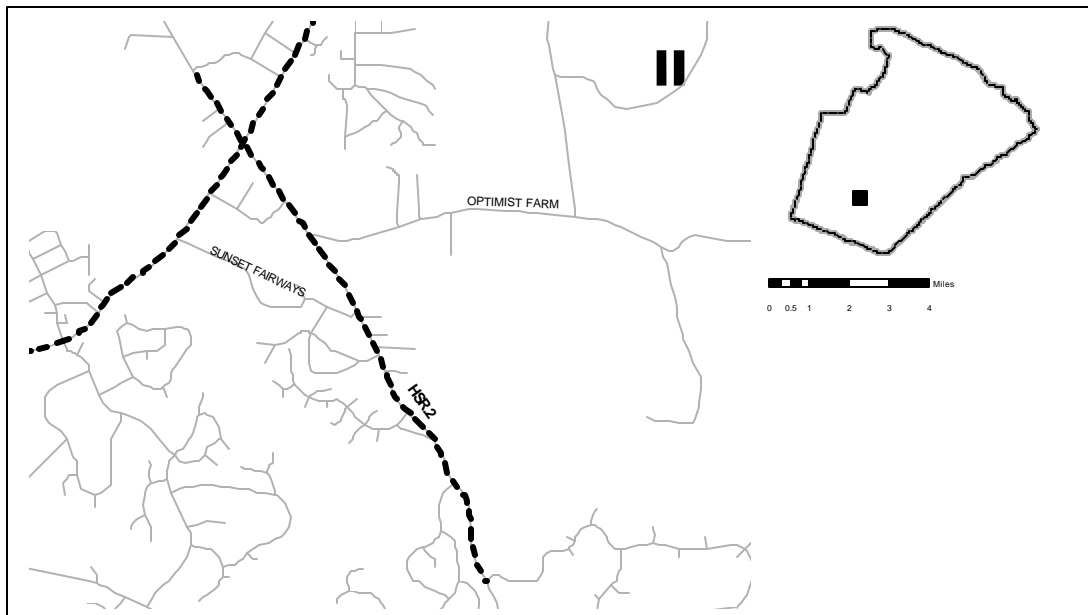
Sponsor/Sponsor Rank: Holly Springs No.2

CAMPO Rank/ID No: MTIP No.14

Evaluation Data:

Evaluation Criteria	Score
Estimated Total Cost of Project (\$1,000s)	7,922
User Benefits (Operating + Time)	6
Mitigates a Safety/High Hazard Location	3
Benefit-Cost Ratio	4
Environmental Impacts	9
Access Management/Lane Efficiency	4
Local Financial Support	2
Benefits Other Modes of Travel	0
Local Priority Ranking (Approved by Local Board)	3
Multiple Jurisdictions Request Equivalent Project	0
Traffic Service is Inter-Urban	0
Present on Latest, Approved (TAC) Thoroughfare Plan Map? Long Range Transportation	Y
Continuity of Request (Same Position on Previous Local List)	2
Raw Scores	32
Setting to 100-Point Scale	29

Location Map



CAMPO PROJECT PRIORITY LIST FY 2004-2010 PROJECT EVALUATION SHEET

Category: Roadway

Description: Realign Tryon Road as a four-lane median section and widen along existing alignment between the Norfolk-Southern Railroad and Wilmington Street.

Length (mi.): 3.0

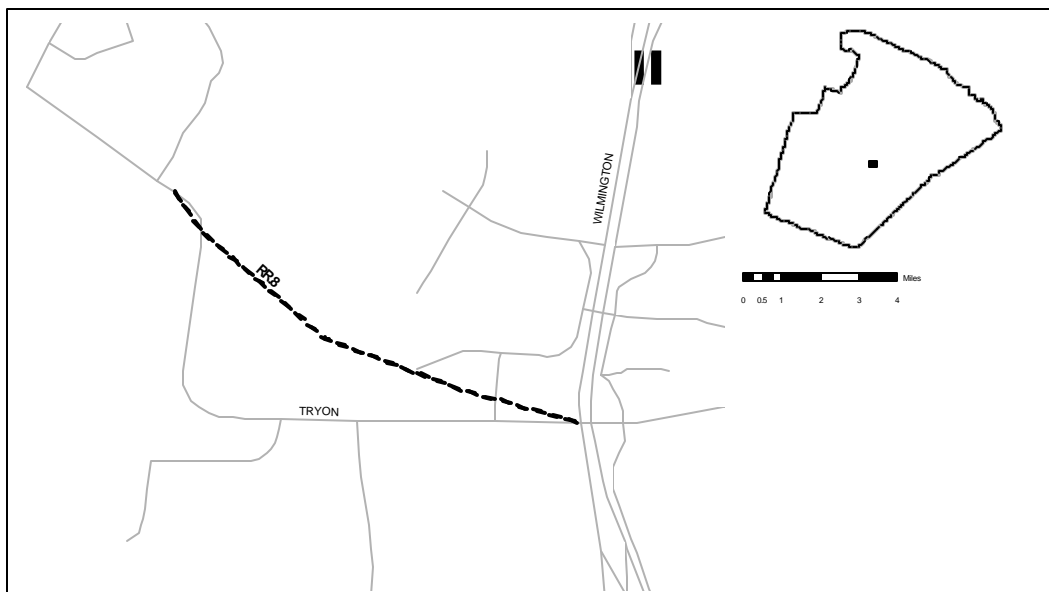
Sponsor/Sponsor Rank: Raleigh No.8

CAMPO Rank/ID No: MTIP No.15

Evaluation Data:

Evaluation Criteria	Score
Estimated Total Cost of Project (\$1,000s)	5,200
User Benefits (Operating + Time)	1
Mitigates a Safety/High Hazard Location	3
Benefit-Cost Ratio	8
Environmental Impacts	9
Access Management/Lane Efficiency	2
Local Financial Support	2
Benefits Other Modes of Travel	0
Local Priority Ranking (Approved by Local Board)	8
Multiple Jurisdictions Request Equivalent Project	0
Traffic Service is Inter-Urban	3
Present on Latest, Approved (TAC) Thoroughfare Plan Map? Long Range Transportation	Y
Continuity of Request (Same Position on Previous Local List)	0
Raw Scores	32
Setting to 100-Point Scale	28

Location Map



CAMPO PROJECT PRIORITY LIST FY 2004-2010 PROJECT EVALUATION SHEET

Category: Roadway

Description: Hillsborough Street improvements from Gorman Street to Oberlin Road.

Length (mi.): 1.4 Miles

Sponsor/Sponsor Rank: Raleigh No.9

CAMPO Rank/ID No: MTIP No.16

Evaluation Data:

Evaluation Criteria	Score
Estimated Total Cost of Project (\$1,000s)	15,900
User Benefits (Operating + Time)	0
Mitigates a Safety/High Hazard Location	5
Benefit-Cost Ratio	0
Environmental Impacts	10
Access Management/Lane Efficiency	4
Local Financial Support	2
Benefits Other Modes of Travel	6
Local Priority Ranking (Approved by Local Board)	2
Multiple Jurisdictions Request Equivalent Project	0
Traffic Service is Inter-Urban	3
Present on Latest, Approved (TAC) Thoroughfare Plan Map? Long Range Transportation	Y
Continuity of Request (Same Position on Previous Local List)	0
Raw Scores	32
Setting to 100-Point Scale	28

Location Map



**CAMPO PROJECT PRIORITY LIST FY 2004-2010
PROJECT EVALUATION SHEET**

Category: Roadway

Description: Widen NC 55 from NC 55 Bypass to SR 1152.

Length (mi.): 2.7 Miles

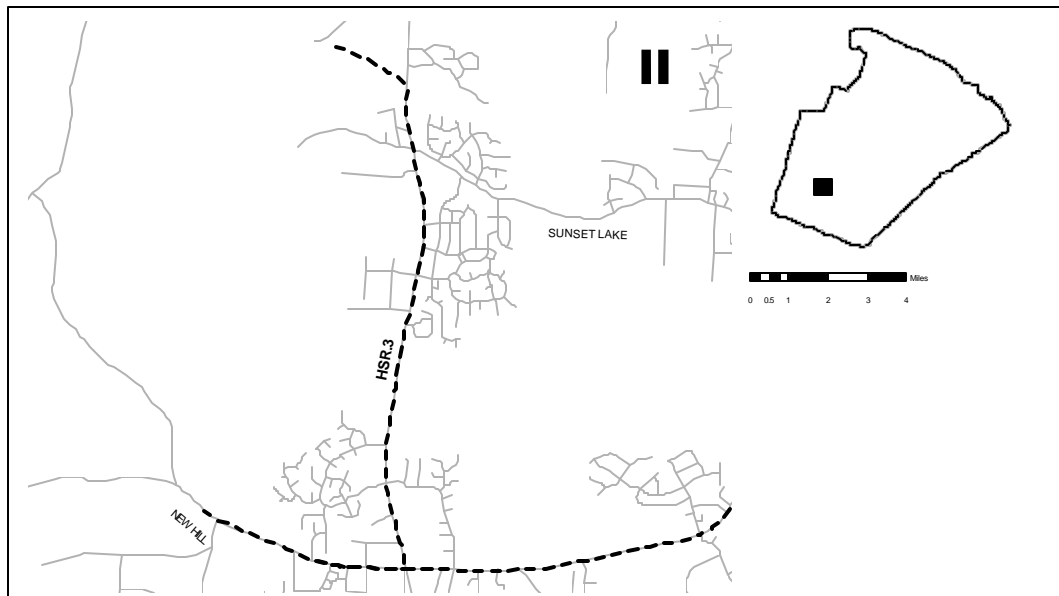
Sponsor/Sponsor Rank: Holly Springs No.3

CAMPO Rank/ID No: MTIP No.17

Evaluation Data:

Evaluation Criteria	Score
Estimated Total Cost of Project (\$1,000s)	11,761
User Benefits (Operating + Time)	5
Mitigates a Safety/High Hazard Location	1
Benefit-Cost Ratio	2
Environmental Impacts	9
Access Management/Lane Efficiency	4
Local Financial Support	2
Benefits Other Modes of Travel	3
Local Priority Ranking (Approved by Local Board)	2
Multiple Jurisdictions Request Equivalent Project	2
Traffic Service is Inter-Urban	0
Present on Latest, Approved (TAC) Thoroughfare Plan Map? Long Range Transportation	Y
Continuity of Request (Same Position on Previous Local List)	2
Raw Scores	32
Setting to 100-Point Scale	27

Location Map



CAMPO PROJECT PRIORITY LIST FY 2004-2010 PROJECT EVALUATION SHEET

Category: Roadway

Description: Construct McCrimmon Parkway from Aviation Parkway to NC 54.

Length (mi.): 1.8 Miles

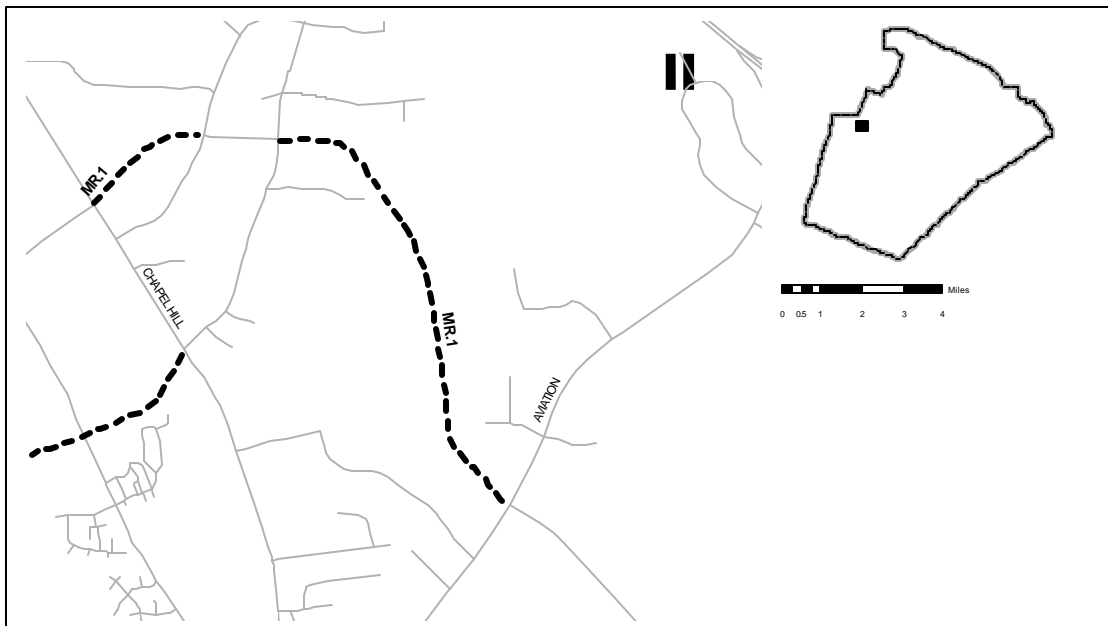
Sponsor/Sponsor Rank: Morrisville No.1

CAMPO Rank/ID No: MTIP No.18

Evaluation Data:

Evaluation Criteria	Score
Estimated Total Cost of Project (\$1,000s)	14,048
User Benefits (Operating + Time)	4
Mitigates a Safety/High Hazard Location	2
Benefit-Cost Ratio	2
Environmental Impacts	10
Access Management/Lane Efficiency	2
Local Financial Support	4
Benefits Other Modes of Travel	1
Local Priority Ranking (Approved by Local Board)	4
Multiple Jurisdictions Request Equivalent Project	0
Traffic Service is Inter-Urban	3
Present on Latest, Approved (TAC) Thoroughfare Plan Map? Long Range Transportation	Y
Continuity of Request (Same Position on Previous Local List)	0
Raw Scores	31
Setting to 100-Point Scale	26

Location Map



**CAMPO PROJECT PRIORITY LIST FY 2004-2010
PROJECT EVALUATION SHEET**

Category: Roadway

Description: Construct Airport Boulevard from NC 54 to Town Hall Drive.

Length (mi.): .77 Miles

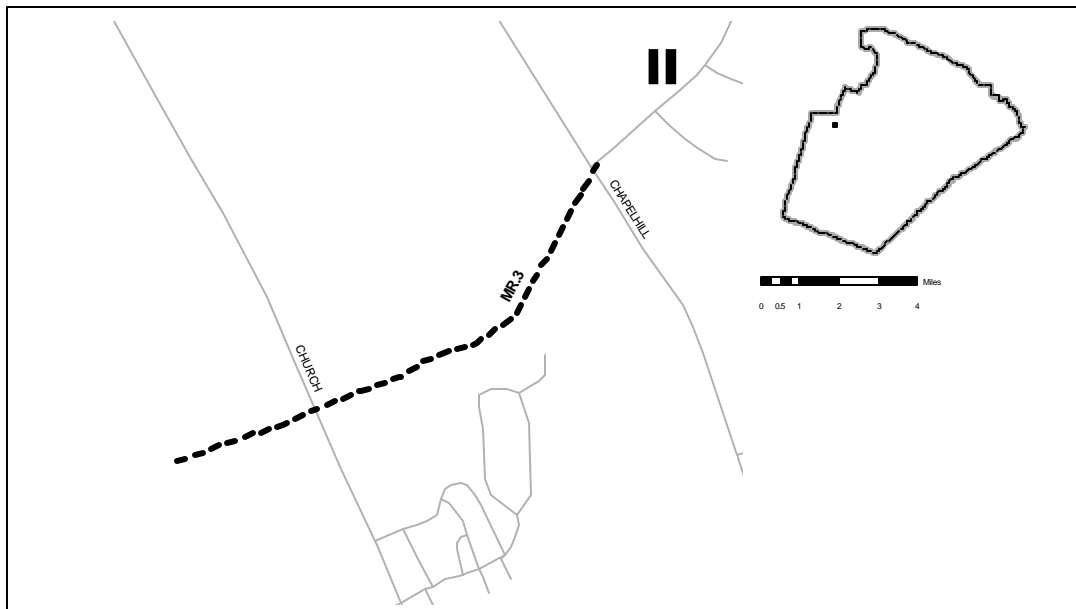
Sponsor/Sponsor Rank: Morrisville No.3

CAMPO Rank/ID No: MTIP No.19

Evaluation Data:

Evaluation Criteria	Score
Estimated Total Cost of Project (\$1,000s)	10,753
User Benefits (Operating + Time)	4
Mitigates a Safety/High Hazard Location	1
Benefit-Cost Ratio	1
Environmental Impacts	10
Access Management/Lane Efficiency	2
Local Financial Support	2
Benefits Other Modes of Travel	10
Local Priority Ranking (Approved by Local Board)	2
Multiple Jurisdictions Request Equivalent Project	0
Traffic Service is Inter-Urban	0
Present on Latest, Approved (TAC) Thoroughfare Plan Map? Long Range Transportation	Y
Continuity of Request (Same Position on Previous Local List)	0
Raw Scores	31
Setting to 100-Point Scale	26

Location Map



CAMPO PROJECT PRIORITY LIST FY 2004-2010 PROJECT EVALUATION SHEET

Category: Roadway

Description: Construct Timber Drive Extension & Jones Sausage Road widening.

Length (mi.): 3.94 Miles

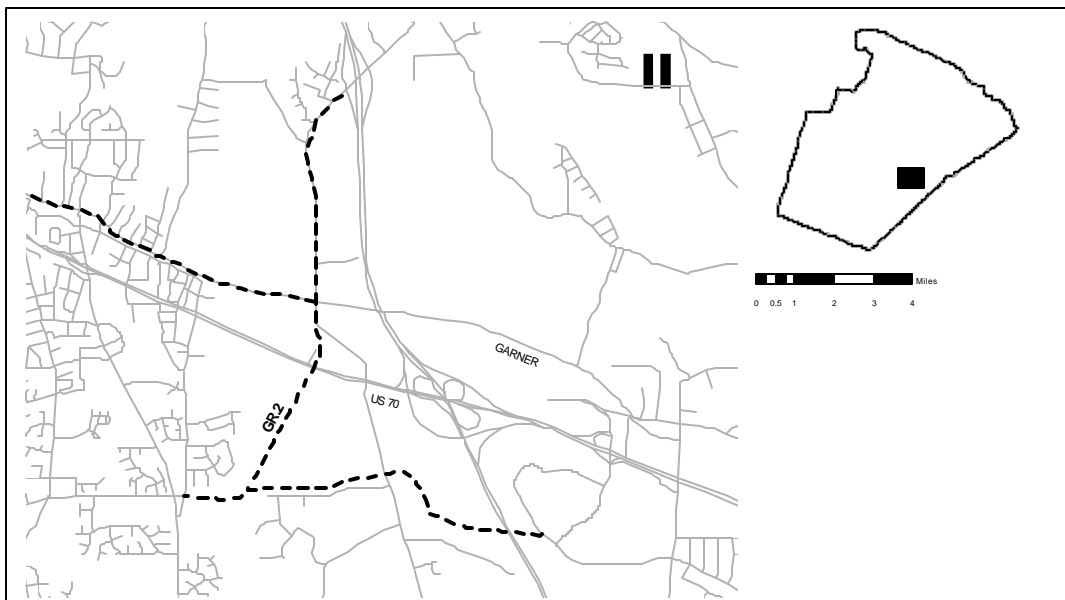
Sponsor/Sponsor Rank: Garner No.2

CAMPO Rank/ID No: MTIP No.20

Evaluation Data:

Evaluation Criteria	Score
Estimated Total Cost of Project (\$1,000s)	12,736
User Benefits (Operating + Time)	4
Mitigates a Safety/High Hazard Location	2
Benefit-Cost Ratio	2
Environmental Impacts	3
Access Management/Lane Efficiency	2
Local Financial Support	0
Benefits Other Modes of Travel	9
Local Priority Ranking (Approved by Local Board)	3
Multiple Jurisdictions Request Equivalent Project	0
Traffic Service is Inter-Urban	3
Present on Latest, Approved (TAC) Thoroughfare Plan Map? Long Range Transportation	Y
Continuity of Request (Same Position on Previous Local List)	2
Raw Scores	30
Setting to 100-Point Scale	25

Location Map



BICYCLE AND PEDESTRIAN PRIORITIES

CAMPO PROJECT PRIORITY LIST FY 2004-2010 PROJECT EVALUATION SHEET

Category: Bicycle & Pedestrian

Description: I-440 Pedestrian Overpass from NC Museum of Art Greenway to Meredith College and Hillsborough Street

Length (mi.): 2.0

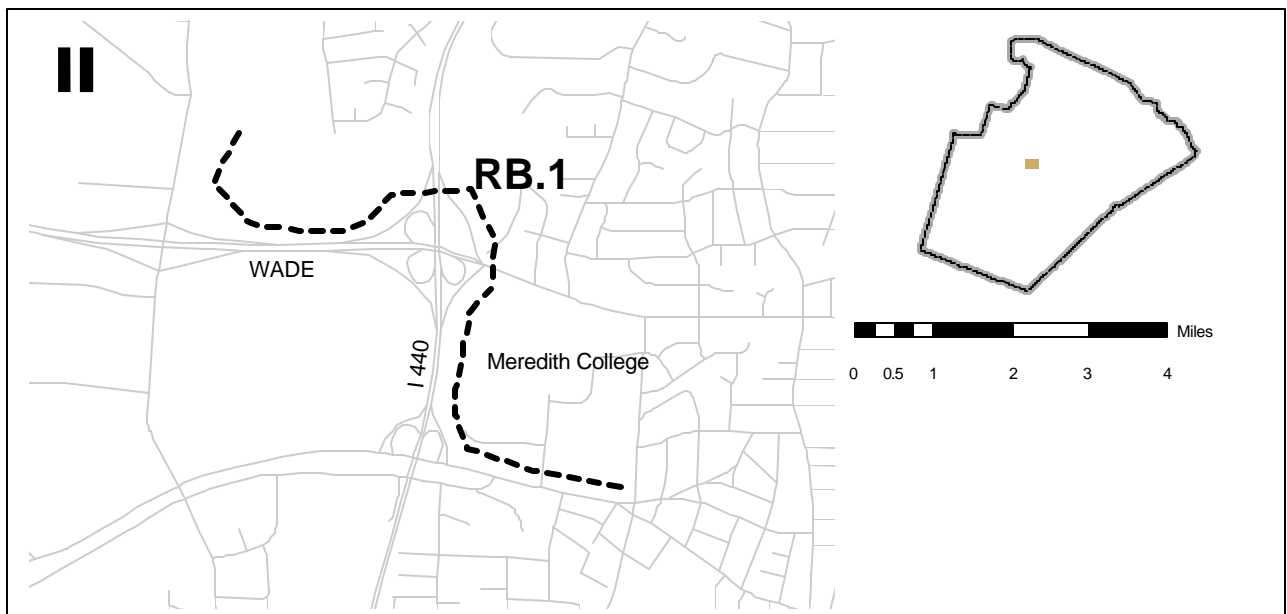
Sponsor/Sponsor Rank: Raleigh No.1

CAMPO Rank/ID No: MTIP No.1

Evaluation Data:

Evaluation Criteria	Score
Pedestrian Generator Present at 1/4-mile distance - Schools	12
Local Priority Ranking (Approved by Local Board)	11
Pedestrian Generators Present at 1/4-mile distance - Other (High-Density Residential, Office, Park, etc.)	10
Transportation is Primary Function (Opposed to Recreation)	7
Mitigates a Safety/High Hazard Location	9
Support documentation	4
Benefits other modes of travel	7
Connectivity to equivalent facilities	7
Multiple Jurisdictions Request Equivalent Project	0
Sidewalks Only: Curb-and-Gutter Existing	0
Continuity of Request (Same Position on Previous Local List)	0
ROW is Available for Project	4
Outside Contribution to Operations and Maintenance	0
Outside Contribution to Construction	1
<i>Sum of All Scores</i>	<i>72</i>
Setting to 100-Point Scale	100

Location Map



**CAMPO PROJECT PRIORITY LIST FY 2004-2010
PROJECT EVALUATION SHEET**

Category: Bicycle & Pedestrian

Description: Construct curb & gutter and eight-foot wide sidewalks along Blue Ridge Road between Wade Avenue and Hillsborough Street.

Length (mi.): .7

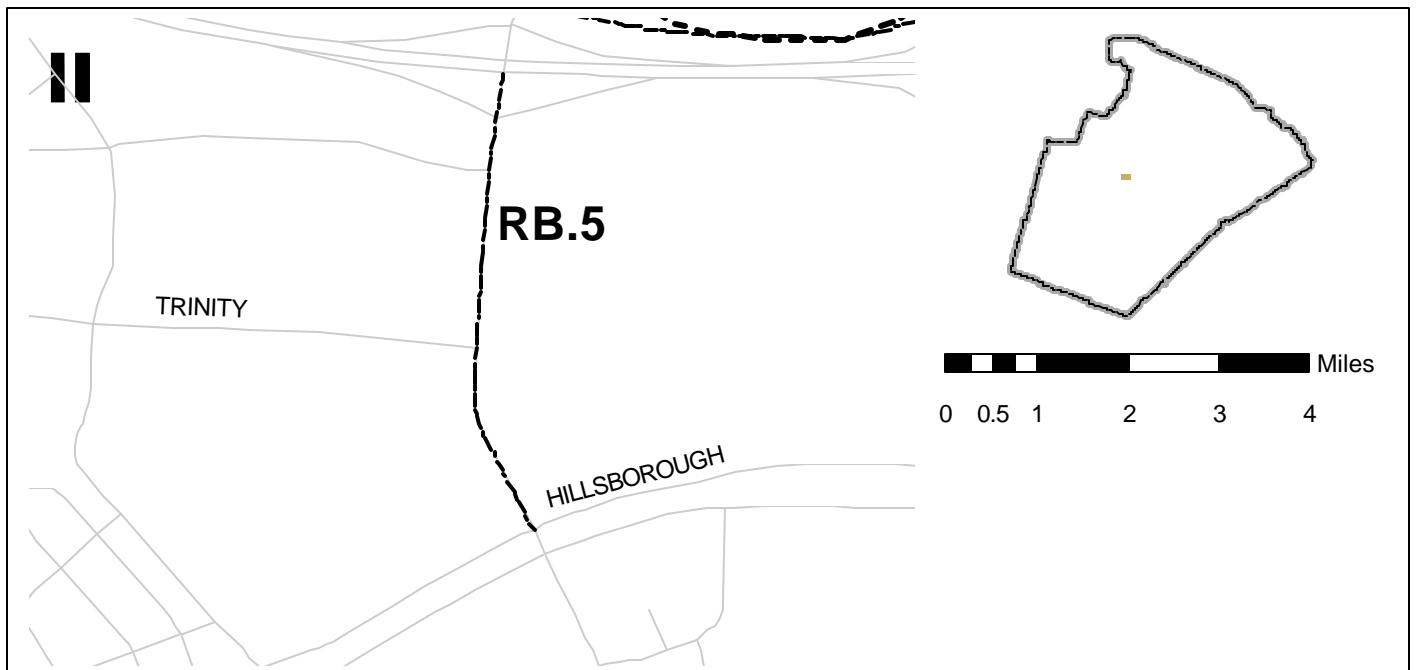
Sponsor/Sponsor Rank: Raleigh No.5

CAMPO Rank/ID No: MTIP No.2

Evaluation Data:

Evaluation Criteria	Score
Pedestrian Generator Present at 1/4-mile distance - Schools	12
Local Priority Ranking (Approved by Local Board)	7
Pedestrian Generators Present at 1/4-mile distance - Other (High-Density Residential, Office, Park, etc.)	10
Transportation is Primary Function (Opposed to Recreation)	7
Mitigates a Safety/High Hazard Location	9
Support documentation	4
Benefits other modes of travel	7
Connectivity to equivalent facilities	4
Multiple Jurisdictions Request Equivalent Project	0
Sidewalks Only: Curb-and-Gutter Existing	5
Continuity of Request (Same Position on Previous Local List)	0
ROW is Available for Project	4
Outside Contribution to Operations and Maintenance	0
Outside Contribution to Construction	0
<i>Sum of All Scores</i>	69
Setting to 100-Point Scale	93

Location Map



**CAMPO PROJECT PRIORITY LIST FY 2004-2010
PROJECT EVALUATION SHEET**

Category: Bicycle & Pedestrian

Description: SR 1152 Sidewalk from Oakhall Subdivision to Linksland Drive.

Length (mi.): 1.2

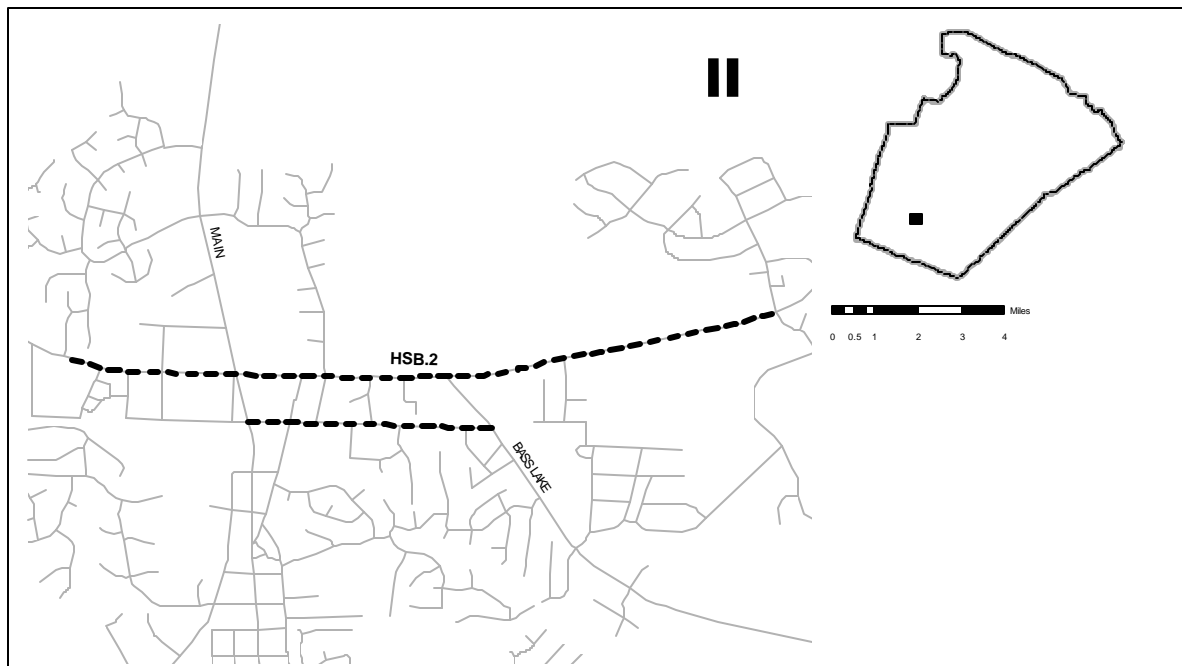
Sponsor/Sponsor Rank: Holly Springs No.2

CAMPO Rank/ID No: MTIP No.3

Evaluation Data:

Evaluation Criteria	Score
Pedestrian Generator Present at 1/4-mile distance - Schools	12
Local Priority Ranking (Approved by Local Board)	10
Pedestrian Generators Present at 1/4-mile distance - Other (High-Density Residential, Office, Park, etc.)	5
Transportation is Primary Function (Opposed to Recreation)	7
Mitigates a Safety/High Hazard Location	5
Support documentation	4
Benefits other modes of travel	5
Connectivity to equivalent facilities	7
Multiple Jurisdictions Request Equivalent Project	0
Sidewalks Only: Curb-and-Gutter Existing	5
Continuity of Request (Same Position on Previous Local List)	0
ROW is Available for Project	4
Outside Contribution to Operations and Maintenance	2
Outside Contribution to Construction	1
<i>Sum of All Scores</i>	<i>67</i>
Setting to 100-Point Scale	89

Location Map



**CAMPO PROJECT PRIORITY LIST FY 2004-2010
PROJECT EVALUATION SHEET**

Category: Bicycle & Pedestrian

Description: Add bicycle lanes and curb and gutter and sidewalk along both sides of existing street for a “Blue Ridge” (in Raleigh) type of bicycle/pedestrian facility.

Length (mi.): 0.6

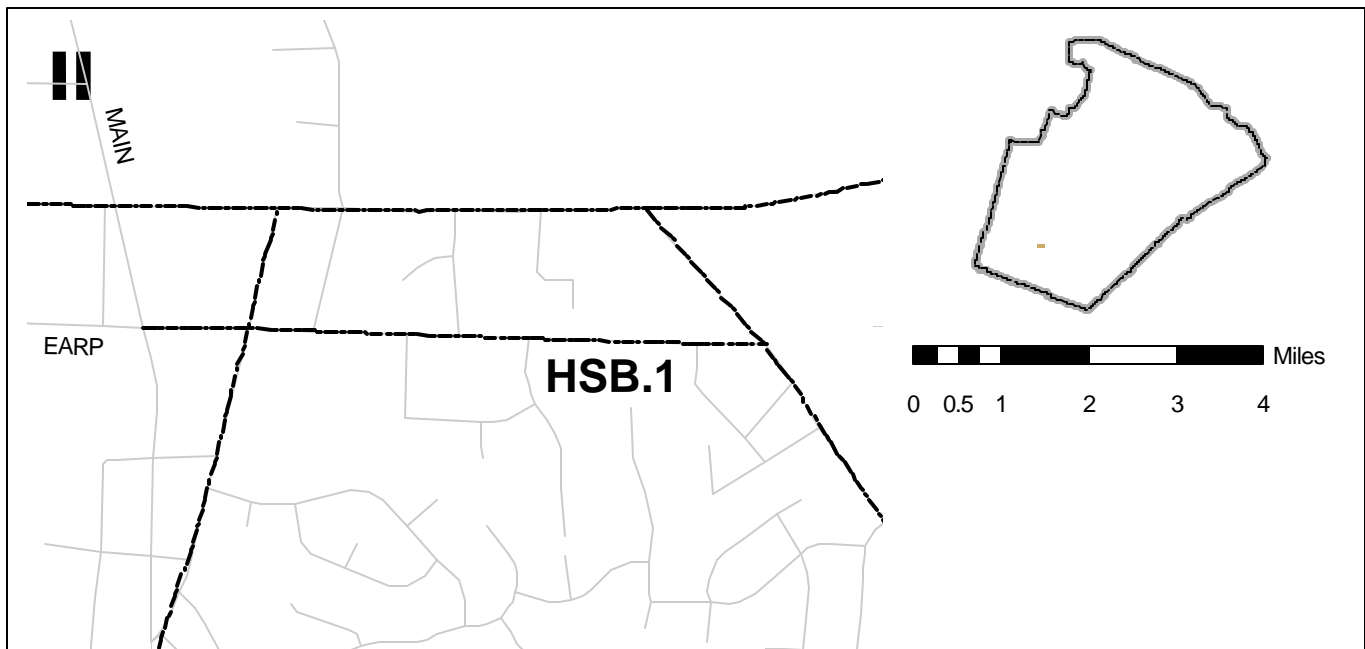
Sponsor/Sponsor Rank: Holly Springs No.1

CAMPO Rank/ID No: MTIP No.4

Evaluation Data:

Evaluation Criteria	Score
Pedestrian Generator Present at 1/4-mile distance - Schools	12
Local Priority Ranking (Approved by Local Board)	11
Pedestrian Generators Present at 1/4-mile distance - Other (High-Density Residential, Office, Park, etc.)	10
Transportation is Primary Function (Opposed to Recreation)	7
Mitigates a Safety/High Hazard Location	0
Support documentation	4
Benefits other modes of travel	4
Connectivity to equivalent facilities	7
Multiple Jurisdictions Request Equivalent Project	0
Sidewalks Only: Curb-and-Gutter Existing	0
Continuity of Request (Same Position on Previous Local List)	5
ROW is Available for Project	4
Outside Contribution to Operations and Maintenance	2
Outside Contribution to Construction	1
<i>Sum of All Scores</i>	67
Setting to 100-Point Scale	89

Location Map



CAMPO PROJECT PRIORITY LIST FY 2004-2010 PROJECT EVALUATION SHEET

Category: Bicycle & Pedestrian

Description: Construction of an eight to ten-foot wide paved surface located adjacent to High House Road.

Length (mi.): 3.7

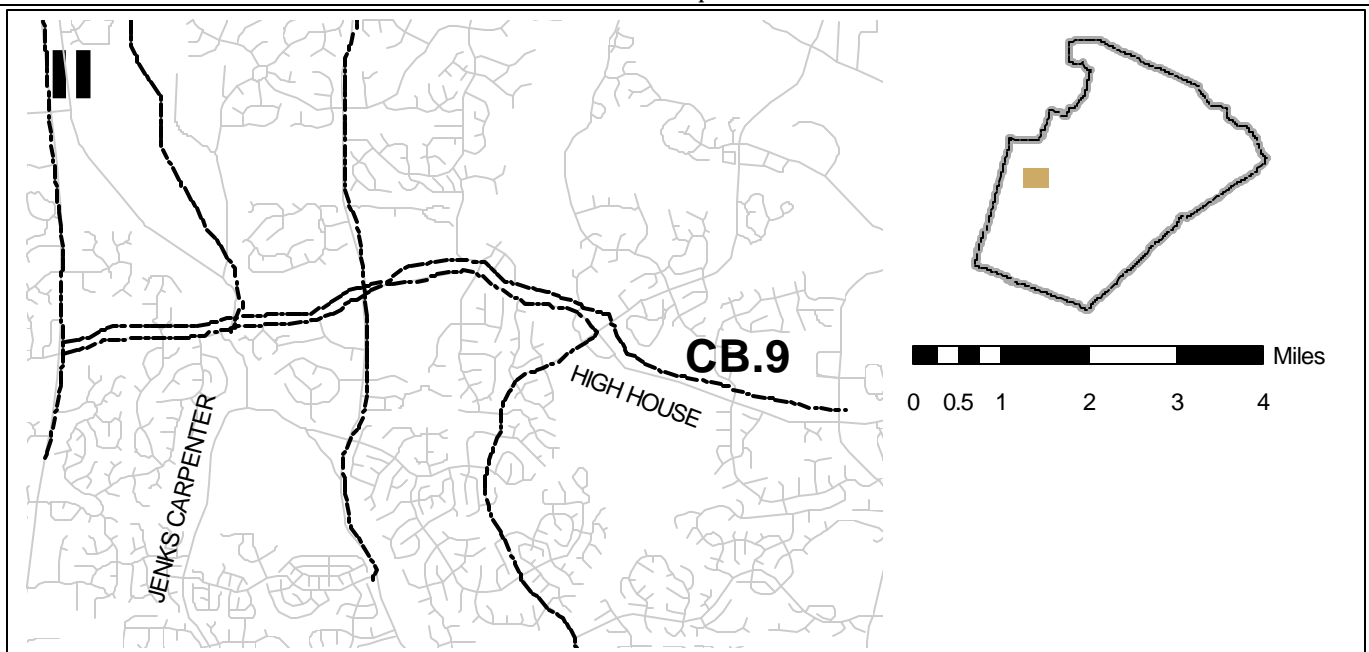
Sponsor/Sponsor Rank: Cary No.9

CAMPO Rank/ID No: MTIP No.5

Evaluation Data:

Evaluation Criteria	Score
Pedestrian Generator Present at 1/4-mile distance - Schools	12
Local Priority Ranking (Approved by Local Board)	3
Pedestrian Generators Present at 1/4-mile distance - Other (High-Density Residential, Office, Park, etc.)	10
Transportation is Primary Function (Opposed to Recreation)	7
Mitigates a Safety/High Hazard Location	9
Support documentation	4
Benefits other modes of travel	7
Connectivity to equivalent facilities	7
Multiple Jurisdictions Request Equivalent Project	0
Sidewalks Only: Curb-and-Gutter Existing	0
Continuity of Request (Same Position on Previous Local List)	0
ROW is Available for Project	2
Outside Contribution to Operations and Maintenance	2
Outside Contribution to Construction	2
<i>Sum of All Scores</i>	<i>65</i>
Setting to 100-Point Scale	86

Location Map



**CAMPO PROJECT PRIORITY LIST FY 2004-2010
PROJECT EVALUATION SHEET**

Category: Bicycle & Pedestrian

Description: Incidental project includes five-foot sidewalks on both sides of the Fuquay Varina Loop Road (West).

Length (mi.): 2.64

Sponsor/Sponsor Rank: Fuquay Varina No.3

CAMPO Rank/ID No: MTIP No.6

Evaluation Data:

Evaluation Criteria	Score
Pedestrian Generator Present at 1/4-mile distance - Schools	12
Local Priority Ranking (Approved by Local Board)	9
Pedestrian Generators Present at 1/4-mile distance - Other (High-Density Residential, Office, Park, etc.)	5
Transportation is Primary Function (Opposed to Recreation)	7
Mitigates a Safety/High Hazard Location	9
Support documentation	4
Benefits other modes of travel	5
Connectivity to equivalent facilities	7
Multiple Jurisdictions Request Equivalent Project	0
Sidewalks Only: Curb-and-Gutter Existing	0
Continuity of Request (Same Position on Previous Local List)	5
ROW is Available for Project	0
Outside Contribution to Operations and Maintenance	0
Outside Contribution to Construction	0
<i>Sum of All Scores</i>	63
Setting to 100-Point Scale	81

Location Map



CAMPO PROJECT PRIORITY LIST FY 2004-2010 PROJECT EVALUATION SHEET

Category: Bicycle & Pedestrian

Description: Construction of an eight to ten-foot wide paved surface located adjacent to Kildaire Farm Road.

Length (mi.): 6.2

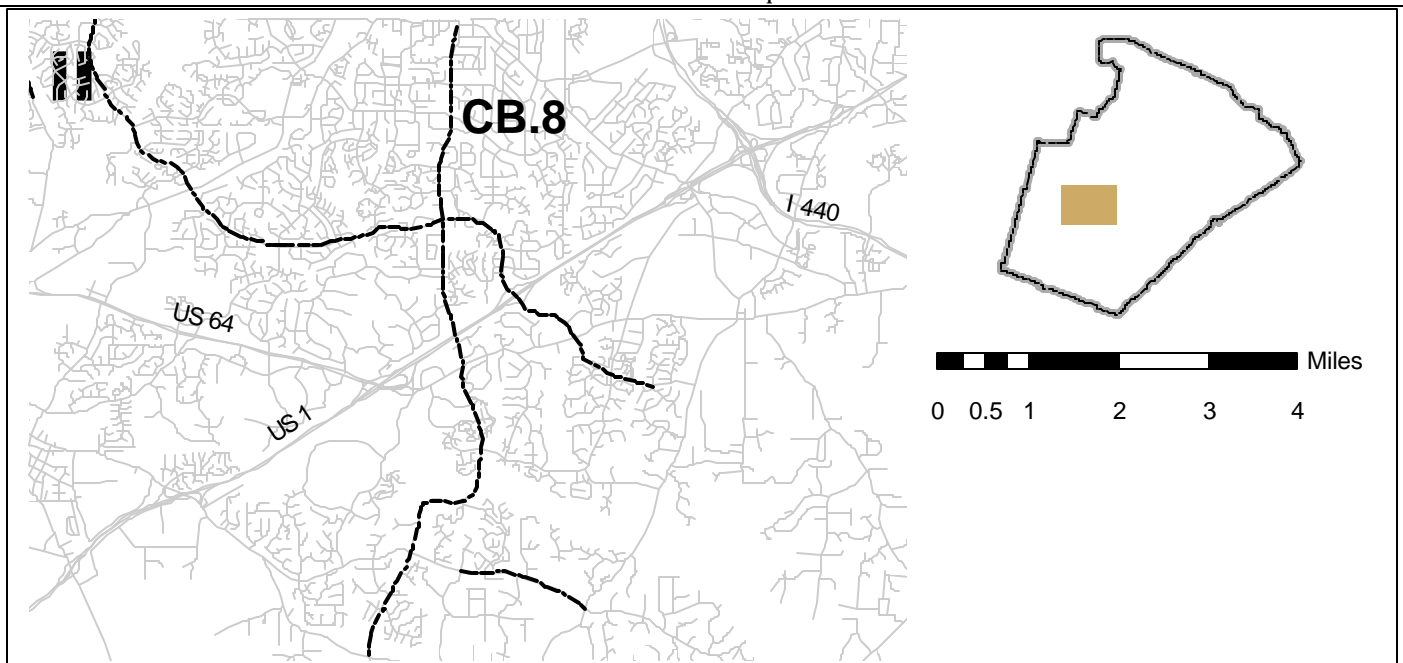
Sponsor/Sponsor Rank: Cary No.8

CAMPO Rank/ID No: MTIP No.7

Evaluation Data:

Evaluation Criteria	Score
Pedestrian Generator Present at 1/4-mile distance - Schools	12
Local Priority Ranking (Approved by Local Board)	4
Pedestrian Generators Present at 1/4-mile distance - Other (High-Density Residential, Office, Park, etc.)	10
Transportation is Primary Function (Opposed to Recreation)	7
Mitigates a Safety/High Hazard Location	5
Support documentation	4
Benefits other modes of travel	4
Connectivity to equivalent facilities	7
Multiple Jurisdictions Request Equivalent Project	0
Sidewalks Only: Curb-and-Gutter Existing	0
Continuity of Request (Same Position on Previous Local List)	0
ROW is Available for Project	2
Outside Contribution to Operations and Maintenance	4
Outside Contribution to Construction	4
<i>Sum of All Scores</i>	<i>63</i>
Setting to 100-Point Scale	80

Location Map



**CAMPO PROJECT PRIORITY LIST FY 2004-2010
PROJECT EVALUATION SHEET**

Category: Bicycle & Pedestrian

Description: Bicycle lanes along NC 55 from Wake Chapel Road to Dickens Road.

Length (mi.): 1.27

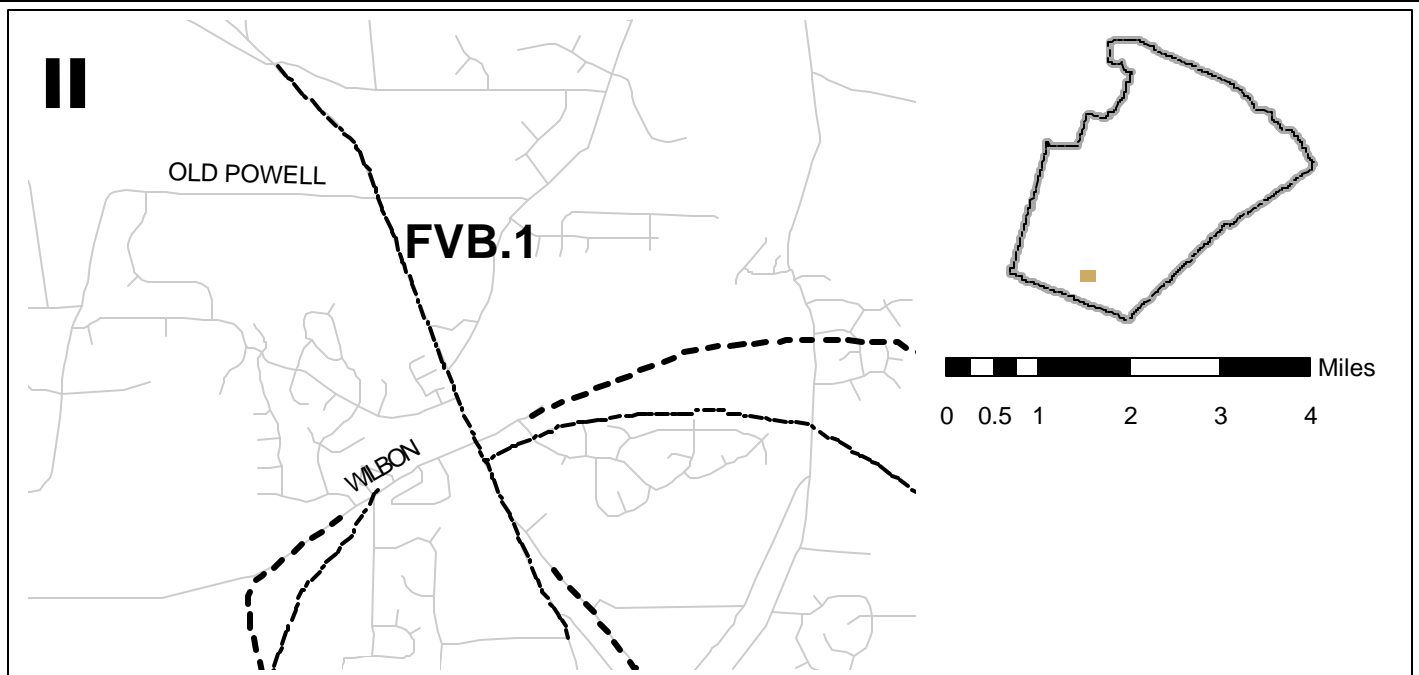
Sponsor/Sponsor Rank: Fuquay Varina No.1

CAMPO Rank/ID No: MTIP No.8

Evaluation Data:

Evaluation Criteria	Score
Pedestrian Generator Present at 1/4-mile distance - Schools	12
Local Priority Ranking (Approved by Local Board)	11
Pedestrian Generators Present at 1/4-mile distance - Other (High-Density Residential, Office, Park, etc.)	2
Transportation is Primary Function (Opposed to Recreation)	7
Mitigates a Safety/High Hazard Location	9
Support documentation	4
Benefits other modes of travel	5
Connectivity to equivalent facilities	4
Multiple Jurisdictions Request Equivalent Project	0
Sidewalks Only: Curb-and-Gutter Existing	0
Continuity of Request (Same Position on Previous Local List)	5
ROW is Available for Project	4
Outside Contribution to Operations and Maintenance	0
Outside Contribution to Construction	0
<i>Sum of All Scores</i>	<i>62</i>
Setting to 100-Point Scale	80

Location Map



CAMPO PROJECT PRIORITY LIST FY 2004-2010 PROJECT EVALUATION SHEET

Category: Bicycle & Pedestrian

Description: Construction of with outside lanes for proposed 5-lane section of US-1A for safer bicycle travel.

Length (mi.): 1.5

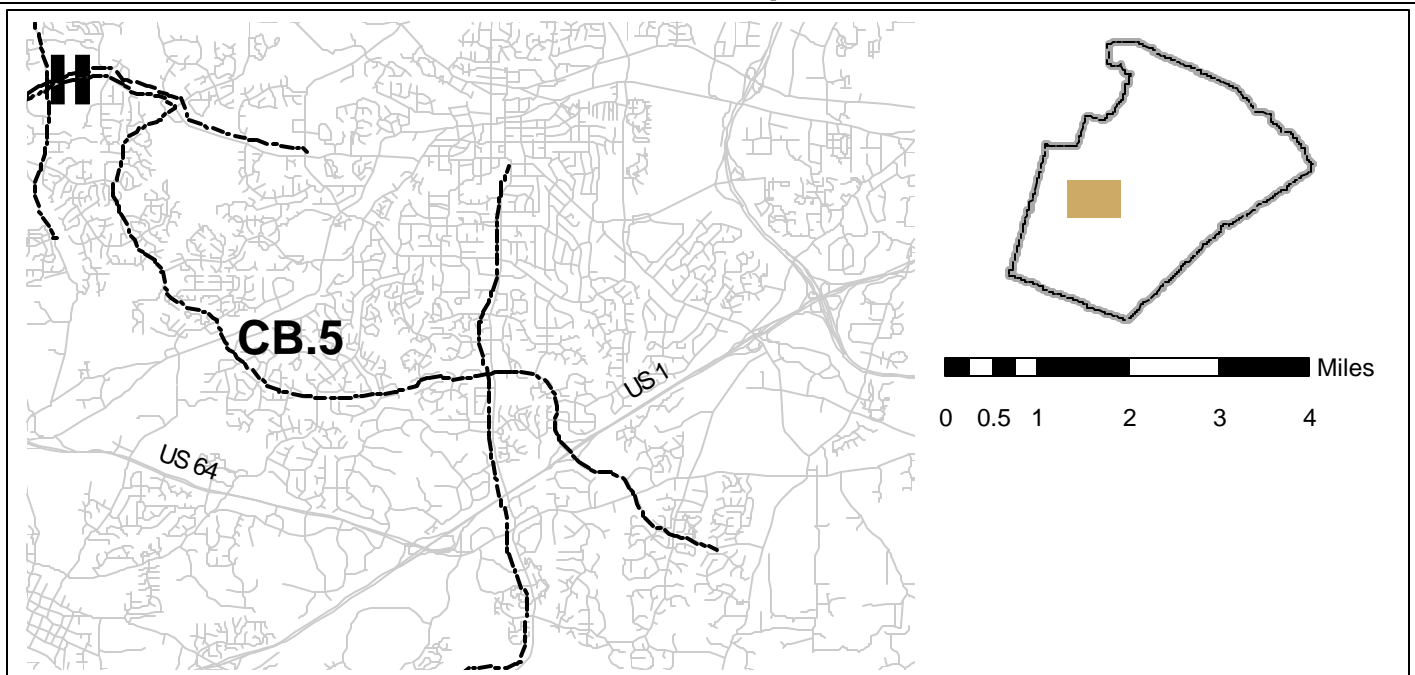
Sponsor/Sponsor Rank: Wake Forest No.1

CAMPO Rank/ID No: MTIP No.9

Evaluation Data:

Evaluation Criteria	Score
Pedestrian Generator Present at 1/4-mile distance - Schools	12
Local Priority Ranking (Approved by Local Board)	11
Pedestrian Generators Present at 1/4-mile distance - Other (High-Density Residential, Office, Park, etc.)	10
Transportation is Primary Function (Opposed to Recreation)	7
Mitigates a Safety/High Hazard Location	5
Support documentation	4
Benefits other modes of travel	4
Connectivity to equivalent facilities	4
Multiple Jurisdictions Request Equivalent Project	0
Sidewalks Only: Curb-and-Gutter Existing	0
Continuity of Request (Same Position on Previous Local List)	5
ROW is Available for Project	0
Outside Contribution to Operations and Maintenance	0
Outside Contribution to Construction	0
<i>Sum of All Scores</i>	61
Setting to 100-Point Scale	77

Location Map



CAMPO PROJECT PRIORITY LIST FY 2004-2010 PROJECT EVALUATION SHEET

Category: Bicycle & Pedestrian

Description: Widen Davis Drive with 14 foot wide outside lanes.

Length (mi.): 3.5

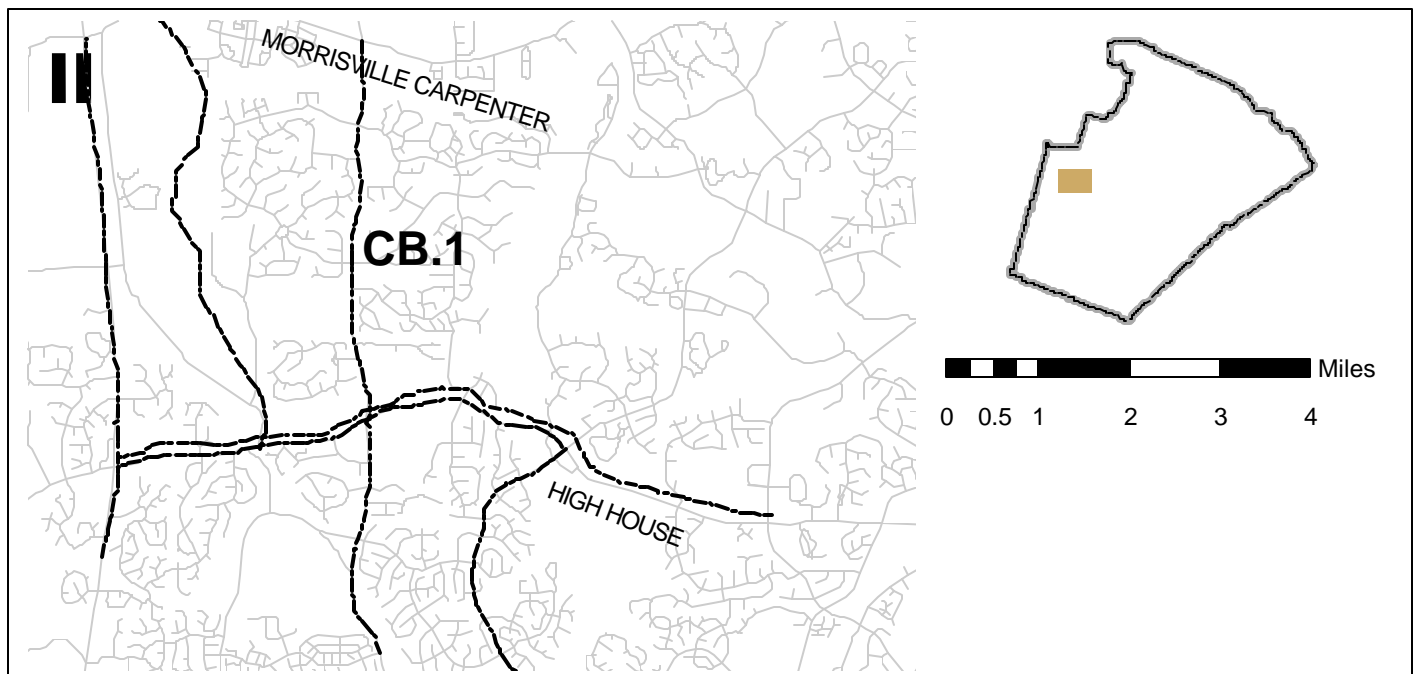
Sponsor/Sponsor Rank: Cary No.1

CAMPO Rank/ID No: MTIP No.10

Evaluation Data:

Evaluation Criteria	Score
Pedestrian Generator Present at 1/4-mile distance - Schools	12
Local Priority Ranking (Approved by Local Board)	11
Pedestrian Generators Present at 1/4-mile distance - Other (High-Density Residential, Office, Park, etc.)	5
Transportation is Primary Function (Opposed to Recreation)	7
Mitigates a Safety/High Hazard Location	5
Support documentation	4
Benefits other modes of travel	4
Connectivity to equivalent facilities	4
Multiple Jurisdictions Request Equivalent Project	0
Sidewalks Only: Curb-and-Gutter Existing	0
Continuity of Request (Same Position on Previous Local List)	0
ROW is Available for Project	4
Outside Contribution to Operations and Maintenance	0
Outside Contribution to Construction	3
<i>Sum of All Scores</i>	<i>59</i>
Setting to 100-Point Scale	73

Location Map



ENHANCEMENT PRIORITIES

CAMPO PROJECT PRIORITY LIST FY 2004-2010 PROJECT EVALUATION SHEET

Category: Enhancement

Description: Construct a ten-foot wide asphalt trail along SR 1941 (N. White Street) from Flaherty Avenue to the entrance of Flaherty Park.

Length (mi.): 0.5

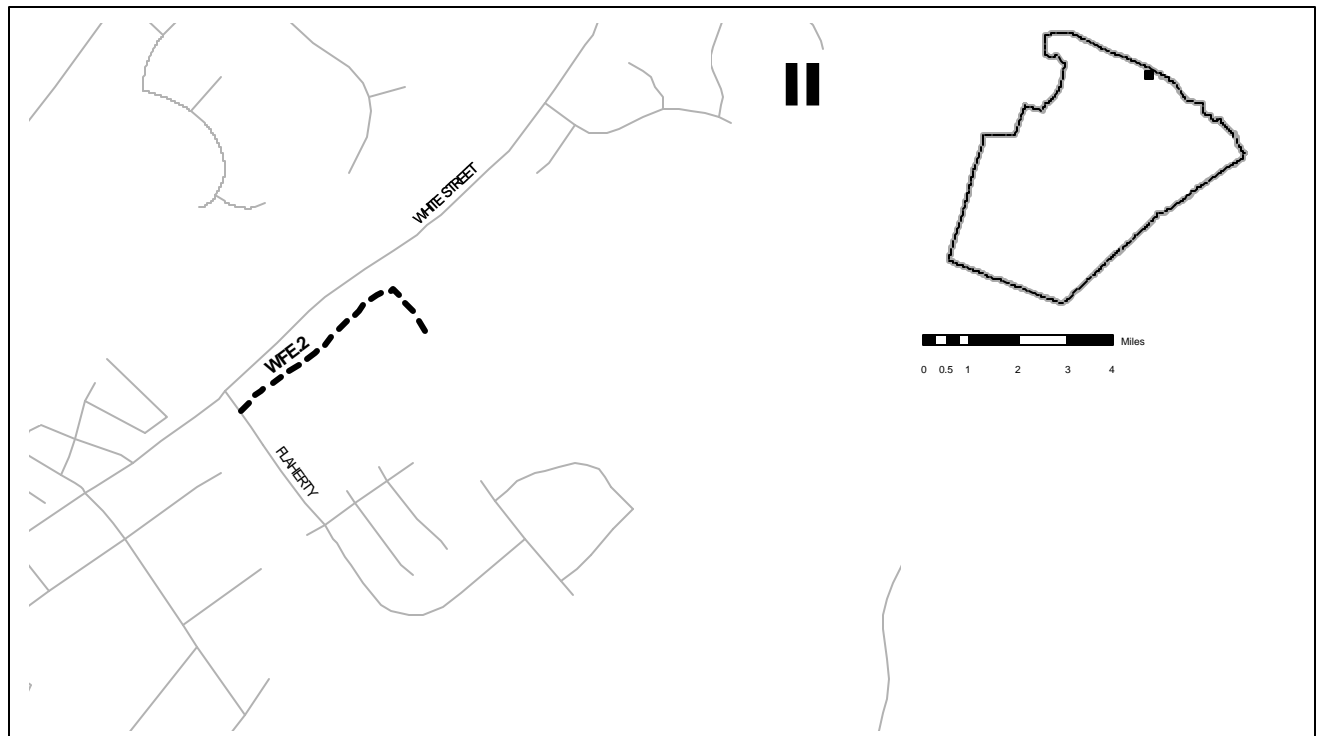
Sponsor/Sponsor Rank: Wake Forest No.2

CAMPO Rank/ID No: MTIP No.1

Evaluation Data:

Evaluation Criteria	Score
Cross-Reference	125
Estimated Total Cost of Project (\$1,000s)	100
Estimated Non-Sponsor Cost of Project (\$1,000s)	Y
ROW Availability	Y
Sponsor Will Provide Minimum 20% Match of Cost	25
Weight of Non-Sponsor Cost	25
Benefits to Community	25
Connections to Other Modes of Travel	10
Sustainability	85
Setting to 100-Point Scale	100

Location Map



CAMPO PROJECT PRIORITY LIST FY 2004-2010 PROJECT EVALUATION SHEET

Category: Enhancement

Description: Construction to two pedestrian underpasses underneath NC 55.

Length (mi.): N/A

Sponsor/Sponsor Rank: Cary No.7

CAMPO Rank/ID No: MTIP No.2

Evaluation Data:

Evaluation Criteria	Score
Cross-Reference	900
Estimated Total Cost of Project (\$1,000s)	450
Estimated Non-Sponsor Cost of Project (\$1,000s)	Y
ROW Availability	Y
Sponsor Will Provide Minimum 20% Match of Cost	20
Weight of Non-Sponsor Cost	25
Benefits to Community	25
Connections to Other Modes of Travel	10
Sustainability	80
Setting to 100-Point Scale	93

Location Map



**CAMPO PROJECT PRIORITY LIST FY 2004-2010
PROJECT EVALUATION SHEET**

Category: Enhancement

Description: Construction of a ten-foot wide paved surface along Speight Branch.

Length (mi.): 1.5

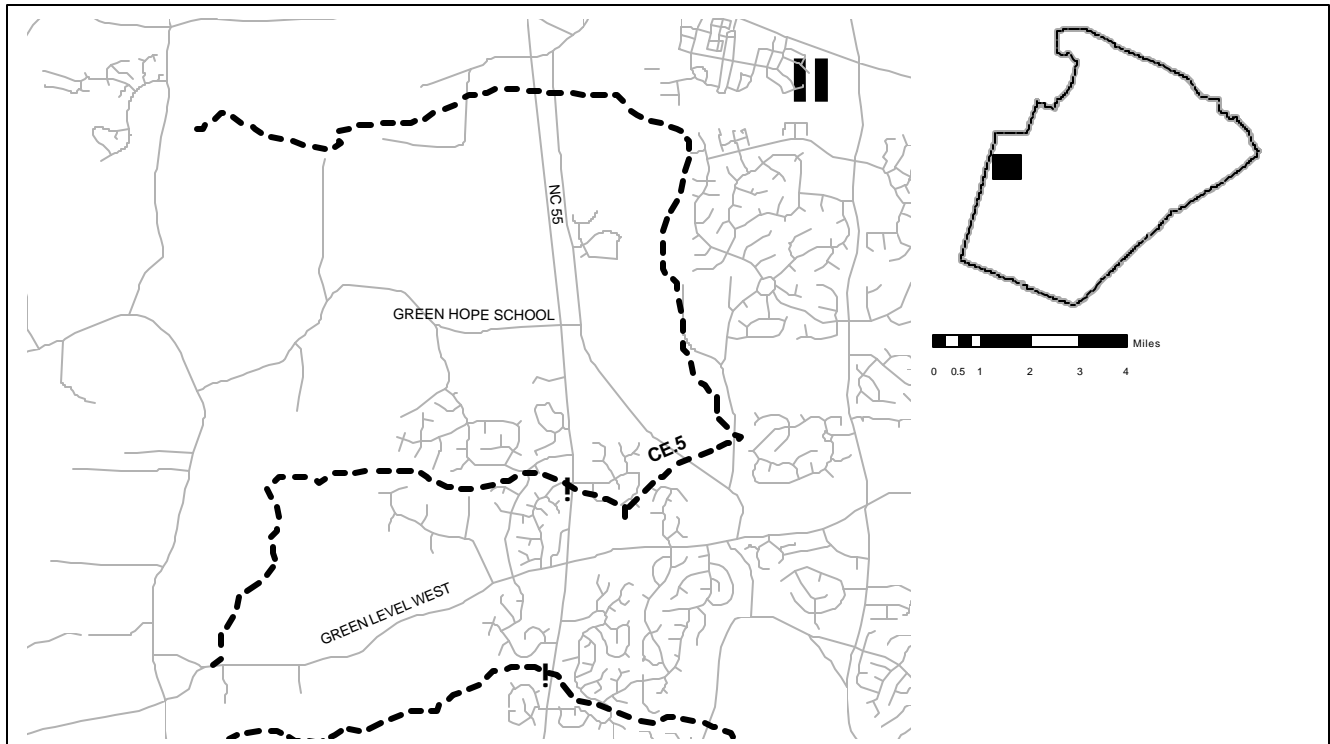
Sponsor/Sponsor Rank: Cary No.5

CAMPO Rank/ID No: MTIP No.3

Evaluation Data:

Evaluation Criteria	Score
Cross-Reference	1,100
Estimated Total Cost of Project (\$1,000s)	600
Estimated Non-Sponsor Cost of Project (\$1,000s)	Y
ROW Availability	Y
Sponsor Will Provide Minimum 20% Match of Cost	19
Weight of Non-Sponsor Cost	25
Benefits to Community	25
Connections to Other Modes of Travel	10
Sustainability	79
Setting to 100-Point Scale	89

Location Map



CAMPO PROJECT PRIORITY LIST FY 2004-2010 PROJECT EVALUATION SHEET

Category: Enhancement

Description: Construct a 10-foot wide asphalt trail along the edge of proposed Wake Forest Bypass right-of-way.

Length (mi.): 3.0

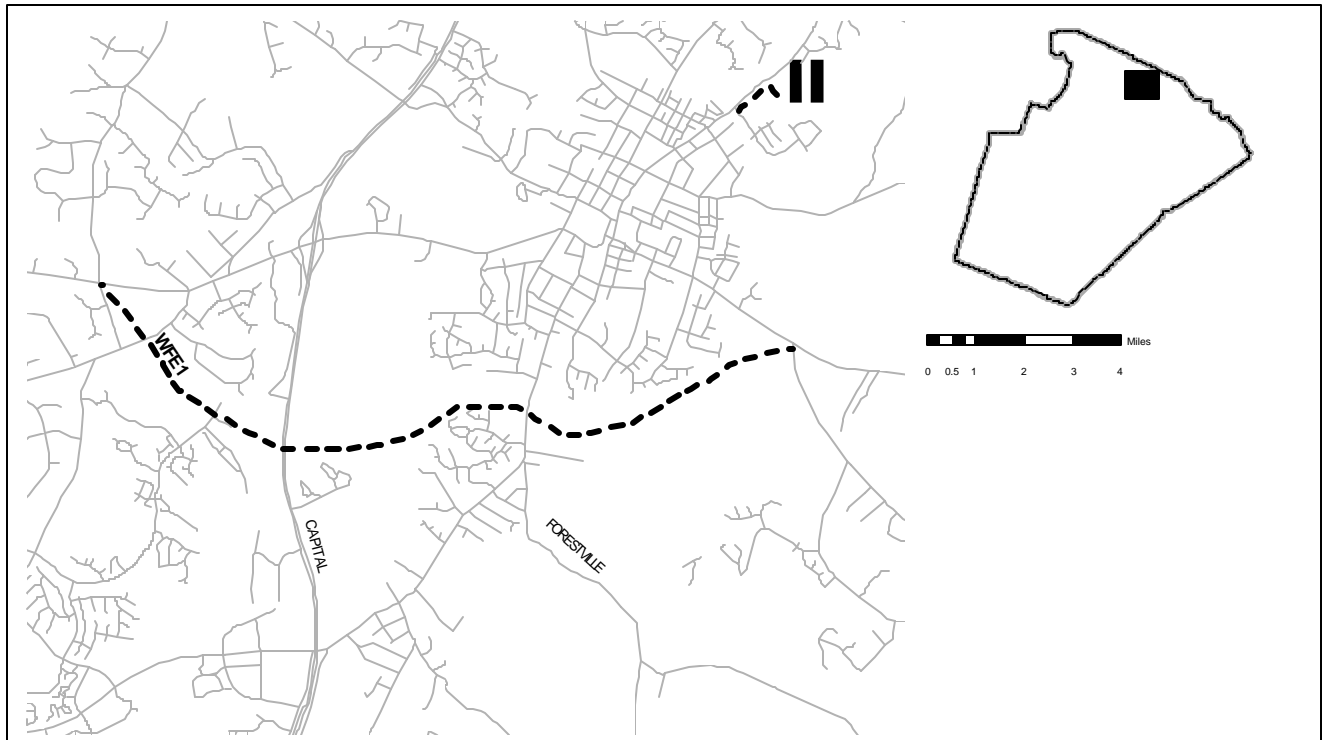
Sponsor/Sponsor Rank: Wake Forest No.1

CAMPO Rank/ID No: MTIP No.4

Evaluation Data:

Evaluation Criteria	Score
Cross-Reference	792
Estimated Total Cost of Project (\$1,000s)	634
Estimated Non-Sponsor Cost of Project (\$1,000s)	Y
ROW Availability	Y
Sponsor Will Provide Minimum 20% Match of Cost	18
Weight of Non-Sponsor Cost	25
Benefits to Community	25
Connections to Other Modes of Travel	10
Sustainability	78
Setting to 100-Point Scale	89

Location Map



CAMPO PROJECT PRIORITY LIST FY 2004-2010 PROJECT EVALUATION SHEET

Category: Enhancement

Description: Preston Village Connector Greenway. Construct a 10-foot wide paved surface along Speight Branch.

Length (mi.): 2.18

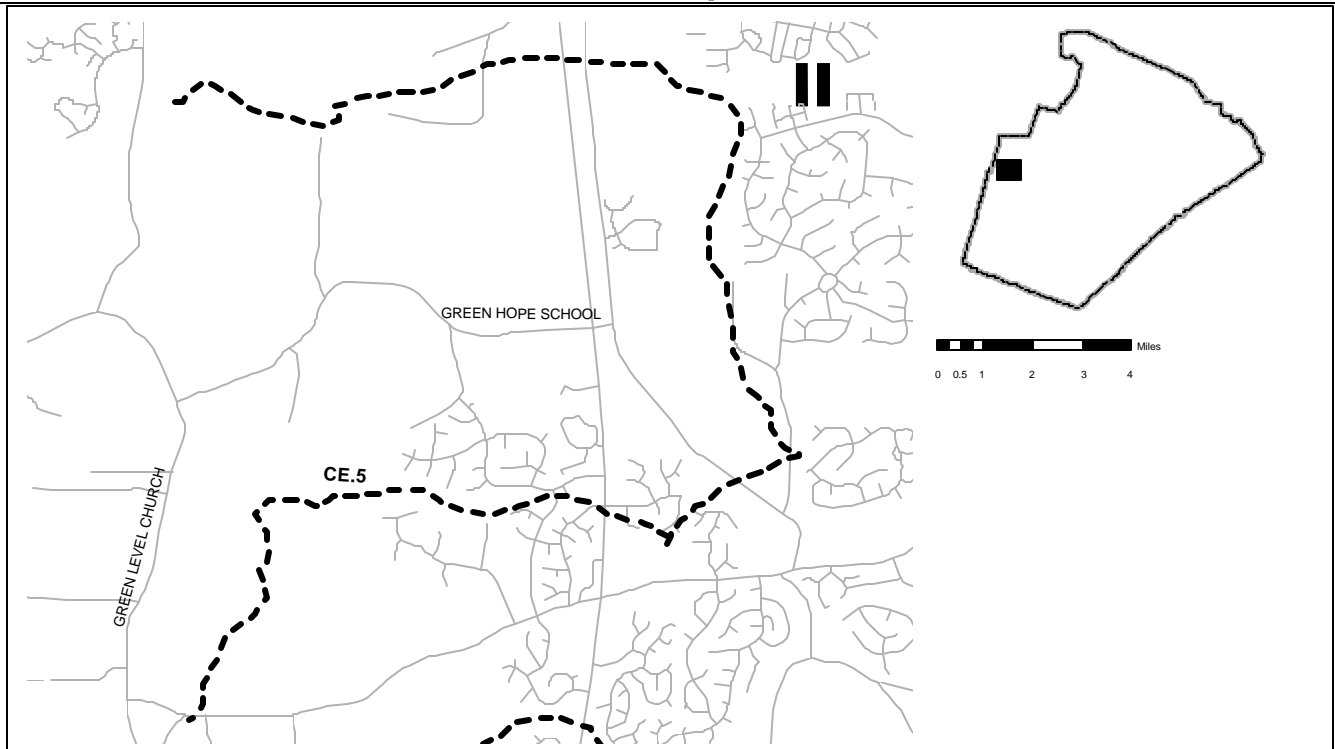
Sponsor/Sponsor Rank: Cary No.4

CAMPO Rank/ID No: MTIP No.5

Evaluation Data:

Evaluation Criteria	Score
Cross-Reference	1,460
Estimated Total Cost of Project (\$1,000s)	730
Estimated Non-Sponsor Cost of Project (\$1,000s)	Y
ROW Availability	Y
Sponsor Will Provide Minimum 20% Match of Cost	17
Weight of Non-Sponsor Cost	25
Benefits to Community	25
Connections to Other Modes of Travel	10
Sustainability	77
Setting to 100-Point Scale	87

Location Map



**CAMPO PROJECT PRIORITY LIST FY 2004-2010
PROJECT EVALUATION SHEET**

Category: Enhancement

Description: NC 55 Downtown Enhancements. Widen to a 3-lane curb and gutter facility with decorative sidewalks.

Length (mi.): 0.4

Sponsor/Sponsor Rank: Holly Springs No.1

CAMPO Rank/ID No: MTIP No.6

Evaluation Data:

Evaluation Criteria	Score
Cross-Reference	1,514
Estimated Total Cost of Project (\$1,000s)	1,211
Estimated Non-Sponsor Cost of Project (\$1,000s)	Y
ROW Availability	Y
Sponsor Will Provide Minimum 20% Match of Cost	11
Weight of Non-Sponsor Cost	25
Benefits to Community	25
Connections to Other Modes of Travel	15
Sustainability	76
Setting to 100-Point Scale	85

Location Map



**CAMPO PROJECT PRIORITY LIST FY 2004-2010
PROJECT EVALUATION SHEET**

Category: Enhancement

Description: Pedestrian underpass under US 64 at the intersection with Laura Duncan Road.

Length (mi.): 0.05

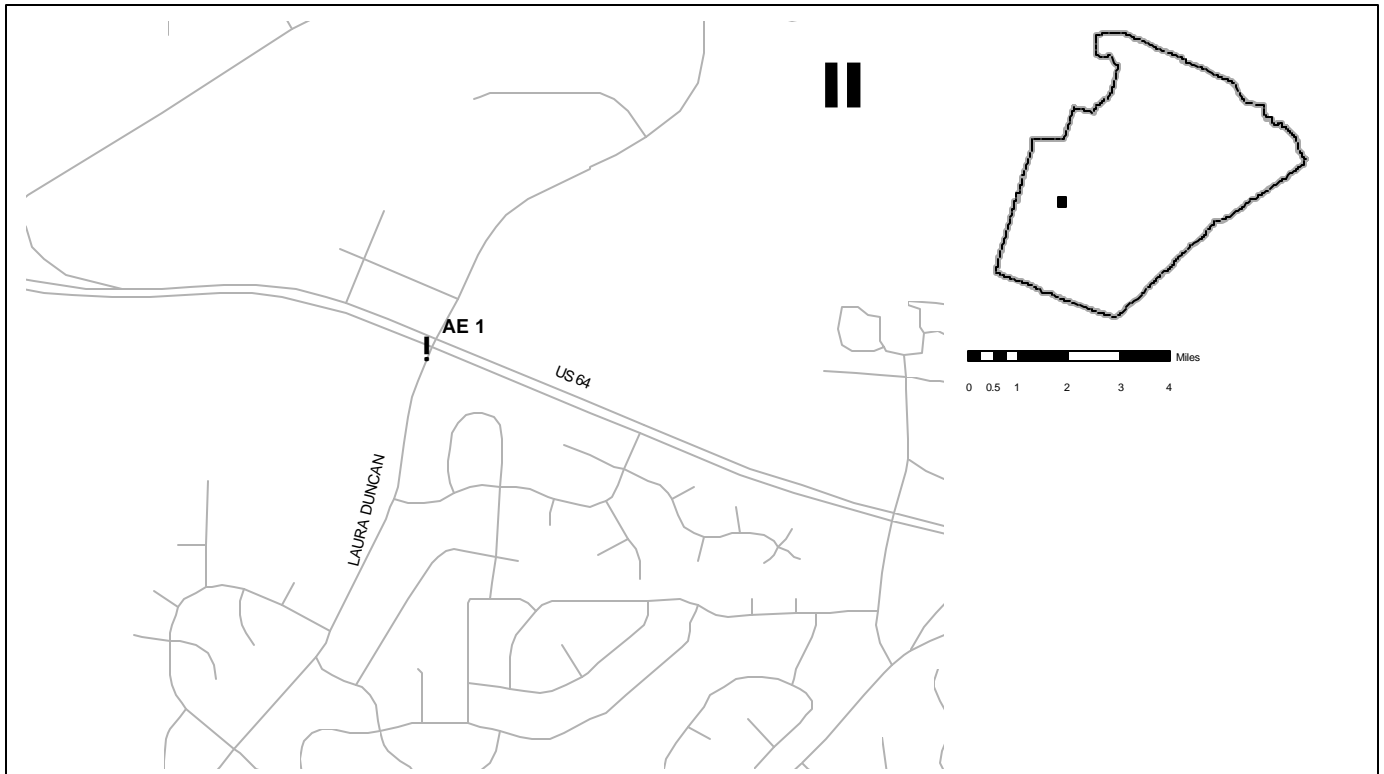
Sponsor/Sponsor Rank: Apex No.1

CAMPO Rank/ID No: MTIP No.7

Evaluation Data:

Evaluation Criteria	Score
Cross-Reference	738
Estimated Total Cost of Project (\$1,000s)	590
Estimated Non-Sponsor Cost of Project (\$1,000s)	Y
ROW Availability	Y
Sponsor Will Provide Minimum 20% Match of Cost	19
Weight of Non-Sponsor Cost	25
Benefits to Community	25
Connections to Other Modes of Travel	5
Sustainability	74
Setting to 100-Point Scale	81

Location Map



**CAMPO PROJECT PRIORITY LIST FY 2004-2010
PROJECT EVALUATION SHEET**

Category: Enhancement

Description: Construction of a 10-foot wide paved surface along White Oak Creek.

Length (mi.): 5.0

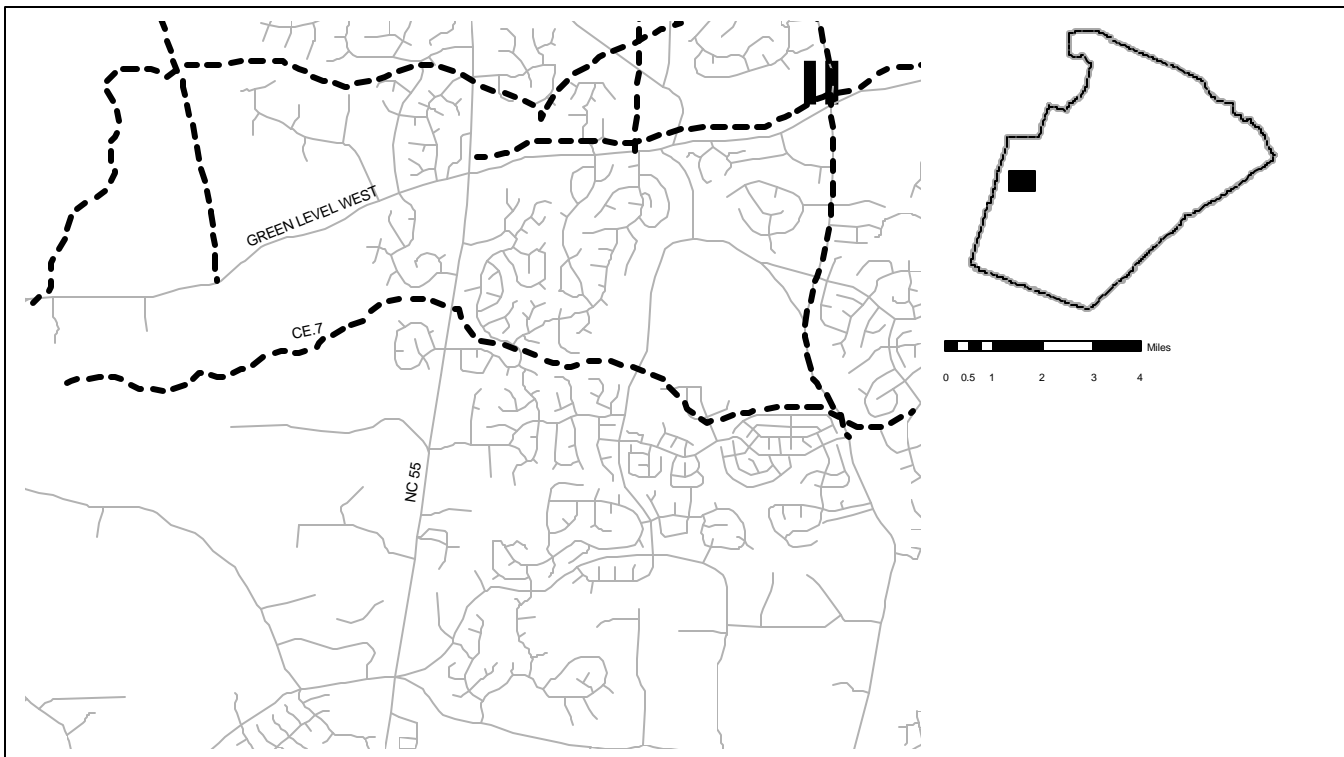
Sponsor/Sponsor Rank: Cary No.6

CAMPO Rank/ID No: MTIP No.8

Evaluation Data:

Evaluation Criteria	Score
Cross-Reference	2,867
Estimated Total Cost of Project (\$1,000s)	1,434
Estimated Non-Sponsor Cost of Project (\$1,000s)	Y
ROW Availability	Y
Sponsor Will Provide Minimum 20% Match of Cost	9
Weight of Non-Sponsor Cost	25
Benefits to Community	25
Connections to Other Modes of Travel	10
Sustainability	69
Setting to 100-Point Scale	72

Location Map



CAMPO PROJECT PRIORITY LIST FY 2004-2010 PROJECT EVALUATION SHEET

Category: Enhancement

Description: SR 1393 Enhancements. Horizontal and vertical alignment and possible bridge replacement with widening.

Length (mi.): 0.4

Sponsor/Sponsor Rank: Holly Springs No.2

CAMPO Rank/ID No: MTIP No.9

Evaluation Data:

Evaluation Criteria	Score
Cross-Reference	2,345
Estimated Total Cost of Project (\$1,000s)	1,876
Estimated Non-Sponsor Cost of Project (\$1,000s)	Y
ROW Availability	Y
Sponsor Will Provide Minimum 20% Match of Cost	3
Weight of Non-Sponsor Cost	25
Benefits to Community	25
Connections to Other Modes of Travel	10
Sustainability	63
Setting to 100-Point Scale	63

Location Map



**CAMPO PROJECT PRIORITY LIST FY 2004-2010
PROJECT EVALUATION SHEET**

Category: Enhancement

Description: Conduct planning & design and construct improvements in the vicinity of the Amtrak Passenger Rail Station in downtown Raleigh, with improvements to include pedestrian connections, parking facilities, streetscape improvements, and stabilization/restoration of a cobblestone freight yard.

Length (mi.): NA

Sponsor/Sponsor Rank: Raleigh No.1

CAMPO Rank/ID No: MTIP No.10

Evaluation Data:

Evaluation Criteria	Score
Cross-Reference	2,700
Estimated Total Cost of Project (\$1,000s)	2,160
Estimated Non-Sponsor Cost of Project (\$1,000s)	Y
ROW Availability	Y
Sponsor Will Provide Minimum 20% Match of Cost	0
Weight of Non-Sponsor Cost	20
Benefits to Community	25
Connections to Other Modes of Travel	5
Sustainability	50
Setting to 100-Point Scale	39

Location Map

